

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FINE.

Barometer 30.06

October 19, 1914, Temperature 6 a.m. 78, 2 p.m. 79, Humidity 79.

October 19, 1914, Temperature 6 a.m. 69, 2 p.m. 75, Humidity 40, 39.

2118 號一初月九年寅甲

MONDAY, OCTOBER 19, 1914.

一拜禮 號九十月拾英曆

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TO-DAY'S LATEST WAR TELEGRAMS.

STORY OF THE BIG BATTLE.

HOW THE TABLES WERE TURNED ON THE GERMANS.

Allied Troops Still Advancing.

GERMANS DRIVEN BACK MORE THAN 30 MILES.

[Reuter's Service To "The Telegraph."]

The Germans Again Repulsed.

Oct. 19, 12.45 a.m.
An official statement issued in Paris at 11 o'clock in the evening states:—Last night the Germans essayed two violent attacks north and east of St. Die, but were repulsed with serious losses to the enemy. No other information of importance has been received regarding the day's operations.

The Big Battle—Official British Report.

Oct. 18, 7.20 p.m.
The London Gazette publishes despatches from Field Marshal Sir John French, continuing his report from August 28. These state that the British retirement being followed closely by the enemy's cavalry moving south-east from Saint Quentin, the enemy's pursuit was very vigorous. "I represented my position to General Joffre on August 20," says Field Marshal French, "and finally arranged to effect a further short retirement towards Compiègne and Soissons, promising, however, to do my utmost to keep within a day's march of him. The German flank now appeared to seriously endanger my line of communications with Hyvre. I had already evacuated Amiens and orders were given to change the base to Saint Nazaire and to establish an advance base at Lons. Despite the severe defeat of the German Guard Corps it was not part of General Joffre's plan to pursue the advantage, and a general retirement to the Marne was ordered. While closely adhering to the strategic conception to draw the enemy until the situation was favourable for the assumption of the offensive, General Joffre found it necessary to modify his methods from day to day, owing to the developments of the enemy's plans.

We continued our retirement and by September 3, the British were south of the Marne between Ligny and Sigay-Signets. After destroying bridges, we continued the retirement behind the Seine. Meanwhile the enemy crossed the Marne in considerable force and threatened the Allies all along the line.

General Joffre informed me on the 5th that he intended to take the offensive forthwith, as the conditions were favourable. Combined movements against the German flank commenced on the 6th and the great battle opened, stretching from Manauville to north of Verdun. It concluded on the evening of the 10th, when the Germans had been driven back to a line from Soissons to Rheims, losing thousands of prisoners, many guns and enormous masses of transport.

About September 3 the enemy appeared to have changed his plan, determining to stop the advance direction Paris for air reconnaissance. September 4 showed the main columns moving south-east. I conceive it that at about noon on the 5th the enemy realised that a powerful threat was being made against his flank, and began the great retreat.

Although he regrets the heavy losses, Field Marshal French thinks them not excessive in view of the magnitude of the fight from Mons to the Seine, and back to the Aisne, during which the British were ceaselessly engaged without a single day's halt for rest.

On the morning of September 13, Field Marshal French ordered a British advance, to cross the Aisne. The enemy retired in the evening and thereafter made a determined stand along a strongly entrenched line from north of Compiègne along the valley of the Aisne to beyond Rheims. The enemy's position was strengthened by siege artillery brought from Mubanga, which fell a few days previously.

On September 19 Field Marshal French learned that General Joffre had made a new plan of attack to envelop the German Right. General Castelnau developed the action on the left on September 23, causing the enemy to withdraw considerable forces from the Centre and the east.

The enemy's opposition, which had weakened, showed renewed activity and the attacks were continuous until September 28, the enemy making a last great effort to establish the ascendancy, but was everywhere unsuccessful, suffering heavy losses.

Field Marshal French warmly praises the various branches of the Service, and concludes:—The fact that between September 12 and October 8 our total casualties were 561 officers and 12,880 men proves the severity of the struggle during the battle of the Aisne, and once more demonstrates the splendid spirit of gallantry and devotion animating the officers and men.

Allies Advance 30 Miles.

Oct. 18, 9.50 p.m.
The Press Bureau announces that the British troops have made good progress in the northern area during the last few days. The Allies have driven the enemy back more than 30 miles.

TO-DAY'S LATEST WAR TELEGRAMS.

Oct. 18, 5.35 p.m.

A Paris communique states that the Belgian Army in Belgium has vigorously repulsed several attacks against the crossings of the Yser.

Armentieres Retaken.

The Allies' Left Wing, north of the La Bassee canal, has occupied a position in front of Givenchy. The Allies at Fromelles have retaken Armentieres.

[Givenchy-lez-la-Bassee is a small place, with a population of 600, about 5.12 miles from Bathune and 2.12 miles from La Bassee. Armentieres is a manufacturing town in the French department of Nord, situate on the River Lys, 12 miles W.N.W. of Lille; population 26,500.]

Further Advances.

The communique adds:—We made a marked advance yesterday north of Arras and slightly progressed at certain points between Arras and the Oise. The situation in the Centre and on the Right Wing is unchanged.

Official French Reports.

[Official Telegrams from the French Government via Peking.]

Circular No. 41 states:—The Germans have made an advance from Antwerp towards Thielt and Bruges, occupying that town on the 14th; also from Audenarde towards Courtrai. The Germans have evacuated the left bank of the Lys, between Lys and the La Bassee canal, the situation remaining unchanged.

The Germans have occupied defensive positions along the Armentieres-Givenchy line, west of La Bassee, and have come in contact with the Allies between La Bassee and Arras.

Violent fighting has taken place at Vermelles, that town remaining in the possession of the Allies. Notable progress has been made between Arras and Albert by our forces, who have taken Hautescamp.

In the direction of the Oise and the Somme there is no change. The Germans have shelled the line staked out by Lechelle-Bois de Vosges, but without infantry attacks.

Between the Oise and the Meuse, the French made an advance towards Craonne, north-east of Barry-au-Bac, and along the Rheims road and in the direction of Rheims, taking several German trenches.

Between the Meuse and the Moselle, the French repulsed German attacks south-east of Verdun on the night of the 13th, and made progress on the night of the 14th south of Verdun to the Metz road. The German offensive against Bannesart, north of St. Die, has been definitely checked.

Circular No. 42 states:—The 15th was marked by fresh progress of the Allies, notably by groups south-east of the St. Mihiel region, south-east of Rheims, the Loire region, north-west of Rheims, and between Bathune and Lens. The Allies again took up the line from Lagorgue to Estaires, and the operations of their troops are extending from the region of Ypres to the sea.

Tsingtau Operations.

Mr. S. Imai, Consul-General for Japan, forwards us the following official news received by him on Saturday:—

The Commander-in-Chief of the Second Squadron reports on the 15th October that one part of our second division, together with one British cruiser, after proceeding to the north of Ta Kung Island on the 14th October, bombarded fiercely the Itis and Hui Chuan Chue fortresses, destroying part of them. At the same time, one of our aeroplanes, flying over the Hui Chuan Chue fortress, threw bombs upon it, while observing the effect of our firing. In this battle we sustained no damage.

EARLIER TELEGRAMS.

The Allies' Progress.

London, Oct. 18, 1.15 a.m.

An official statement issued in Paris at midnight states that along the front there has been simple cannonading. The progress on the Allies' Left continues and the Allies have occupied Fromelles, south-west of Lille. French marines along the Ypres Canal to the sea repulsed a German attack.

[Fromelles is situate in the French department of Nord, 11 miles south-west of Lille; population 1,000.]

The Scheldt Said to be Mined.

It is reported that the Germans have mined the Scheldt below Antwerp.

A Fortunate Escape.

The Dutch liner Noordam (gross tonnage 12,531), bound from New York for Rotterdam, has sent out a wireless message that she has struck a mine in the North Sea, but is proceeding under her own steam. Seven persons on board are injured.

TO-DAY'S LATEST WAR TELEGRAMS.

Turkey and Egypt.

Oct. 18, 2 p.m.

A message from Constantinople says that the Porte states officially that Turkey entertains no aggressive intentions against Egypt, which, the statement points out, is a Turkish province.

[The following telegrams appeared in our special edition of yesterday.]

Oct. 17, 7.30 p.m.

The Admiralty announces that a cruiser, accompanied by destroyers, engaged four German destroyers off the Dutch coast this afternoon, and all the enemy's destroyers were sunk.

British Losses Slight; no Lives Lost.

Oct. 18, 1 a.m.

The British losses in the destroyer action were, one officer and four men wounded. The damage to the British destroyers is slight. Thirty-one German survivors have been taken prisoners.

German Cruiser at Honolulu for Repairs.

Oct. 17, 2.50 p.m.

The German cruiser Geier has arrived at Honolulu for repairs to her engines, which will require several weeks. The American Government is watching so as to prevent any violation of neutrality.

Turkish Fleet Assembles in the Bosphorus.

Oct. 17, 6.25 p.m.

Reuter's correspondent at Constantinople reports that the Turkish fleet has assembled at the entrance of the Bosphorus. Several warships have proceeded into the Black Sea. The gathering is apparently due to the cruise of the Russian Black Sea fleet.

Turkish Fleet Returns to Sea of Marmora.

Oct. 17, 7.15 p.m.

The Turkish fleet has returned to the Sea of Marmora.

Allies Make Further Progress.

Oct. 17, 4.5 p.m.

A Paris communique states: The German troops in Western Belgium have not passed the line Ostende-Thourout-Roulers-Menin. The greater part of the front is comparatively quiet. There is no change on the Left Wing in the region of Ypres. The Allied troops on the right bank of the river Lys occupied Fleurbaix and also the immediate approaches to Armentieres. We gained some ground in the Arras and St. Mihiel districts.

[Thourout is a town of 11,000 inhabitants, in the Province of West Flanders, about 10 miles from Bruges.

Roulers is a town in the same province, of 28,000 inhabitants, situate about 19 miles from Bruges.

Menin is a town of 20,000 inhabitants, situate on the left bank of the river Lys, about 27 miles from Bruges.

Fleurbaix, in the French department of Pas-de-Calais, has a population of 2,500 and is situate on the right bank of the River Lys, about 13 miles from Bethune.]

Russians Capture Five Hundred Prisoners.

Oct. 17, 4.10 p.m.

A Paris communique states: There is no marked change in East Prussia. The Austro-German armies on the middle of the Vistula were compelled to take the defensive along the whole front. There is continual fighting south of Przemyel, where the Russians have taken five hundred prisoners.

Echo of the Yarmouth's Captures off Sumatra.

[From Our Own Correspondent.]

Singapore, Received Oct. 17, 11.40 a.m.

The prisoners from the s.s. Markomannia and the s.s. Pontoporos arrived from Penang and are interned at St. John's Island.

[On Friday we published the following Reuter telegram:—The Admiralty announces that H.M.S. Yarmouth (of the China Squadron) has sunk the German liner Markomannia in the vicinity of Sumatra and captured the Greek steamer Pontoporos, both of which previously accompanied the cruiser Emden. Sixty German prisoners were taken.]

Germans Occupy Ostend.

Oct. 17, 4.30 a.m.

Amsterdam states that it is officially announced from Berlin that the Germans occupied Ostend on Thursday.

(Continued on page 5)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The German occupation of Ostend is announced.

The Belgian Army in Belgium has vigorously repulsed several German attacks.

The French troops have retaken Armentieres and advanced at other points.

According to the Press Bureau, the Allies have driven the enemy back more than 30 miles.

The Russian Government has decided to mine the sea from the Gulf of Riga to the Aland Islands.

It is reported that the Germans have mined the Scheldt below Antwerp.

The Turkish Fleet has assembled at the entrance of the Bosphorus.

From September 12 to October 8 the British casualties in the battle of the Aisne were 561 officers and 12,880 men.

The Press Bureau says the British troops have made good progress in the northern area during the past few days.

An engagement between British and German naval forces resulted in the sinking of four German destroyers off the Dutch coast.

Copious extracts from despatches by Field Marshal Sir John French on the events connected with the battle of the Aisne are given today.

The Dutch liner Noordam, New York to Rotterdam, has struck a mine in the North Sea, but is proceeding under her own steam.

The German cruiser Geier has arrived at Honolulu for repairs, and the American Government is watching to prevent any violation of neutrality.

NEWS.

Further notes on the crisis appear on page 4.

Week-end cricket and football is reported to-day.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

General news and an article on treating Belgium decently appear on page 3.

The sale of work at the French convent was opened by Lady May this morning.

At the Criminal Sessions to-day the youth Ribeiro was sent to gaol for two years on forgery charges.

Yesterday Bishop Lander preached a sermon on Christian compassion and Nietzsche's philosophy.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Sale of Furniture 110, The Peak, G.P. Lammert 2.45 p.m.

Thursday, October 29.
Sale of Leasehold Property—G.P. Lammert's Sales Rooms—3 p.m.

Saturday, October 31.
Ministering Children's League bazaar—Government House Grounds.

Wednesday, November 4.
Licensing Sessions.

Saturday, November 7.
Hongkong A.D.C. "Blue Bird" Gala night, Theatre Royal—9.15 p.m.

Tuesday, November 10.
Hongkong A.D.C. "Blue Bird" Theatre Royal—9.15 p.m.

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Hongkong, 29th Jan., 1912.

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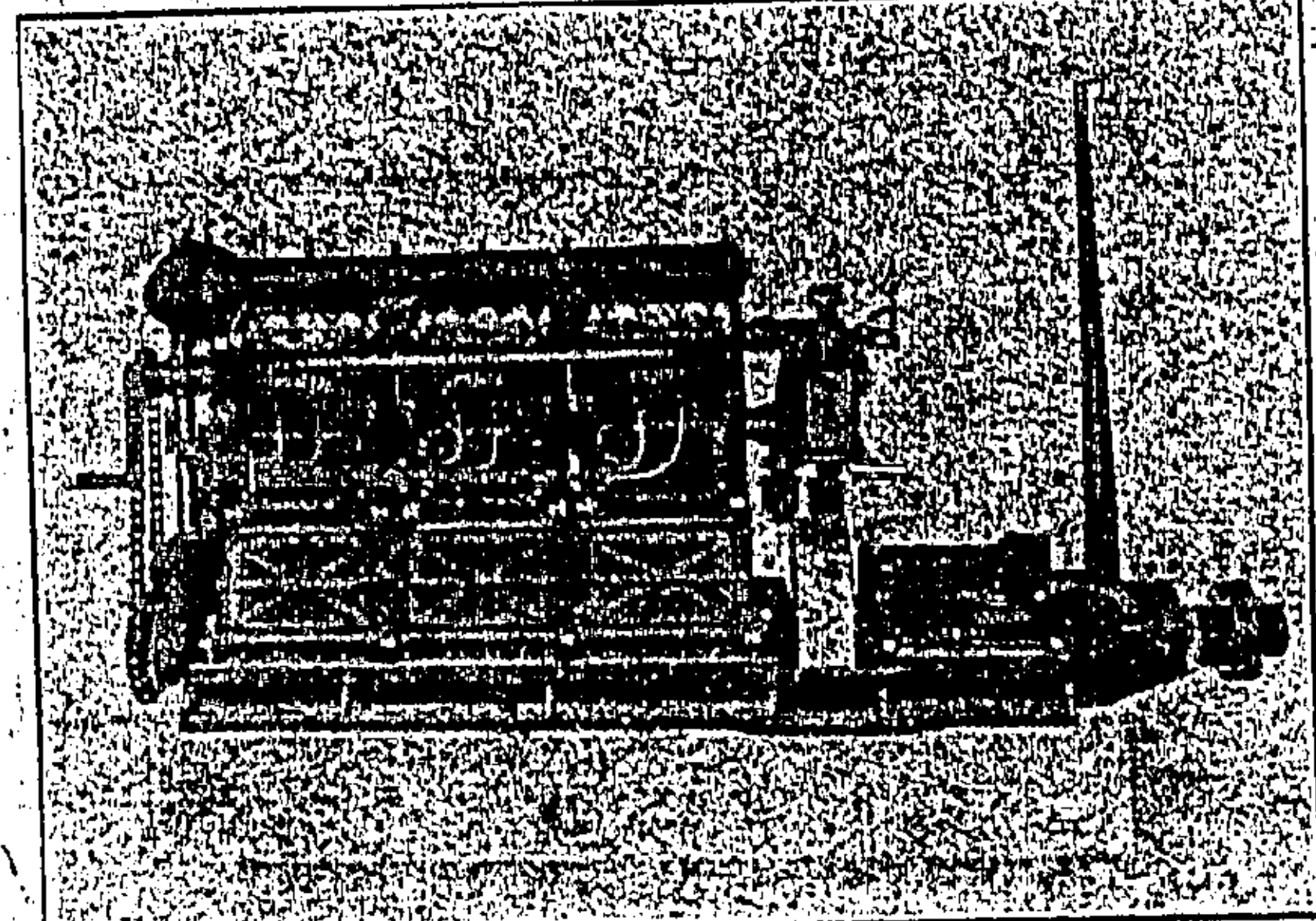
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British Conscription.

But the war is already half won, because of the willing service of our men and the moral ascendancy resulting from such service. The forced man would never excel in finding his way to the Pole, in the roughness of Rugby football or in the hardships of big game shooting. But what we expect of British men and boys in sport, travel and adventure, the innate pluck, stick and determination of men who are never downhearted and never know when they are beaten—these we find in our soldiers and sailors. Our men are not "conscripts" but are "con-scrib-ing"—to coin a word—in the history of our nation and in world history the essential values of free movement, willing co-operation, voluntary sacrifice. Generations yet unborn will read the lines our men have "written" together, written by their fearless bravery, by their dauntless courage, by their sublime heroism and by their unquenchable selflessness. They being dead shall yet speak and bid their children's children take heart and go forward.

Daily Press.

The Culebra Cut Landslide.

From Yokohama to New York the distance is shortened by some 2,600 miles via San Francisco and Panama as compared with the Suez route, but until experience shows that the shipping companies may as confidently count upon their ships getting through the Panama Canal as they have been accustomed to count upon their ships passing through the Suez Canal without more than ordinary delays arising from a congestion of traffic, they will have a very natural hesitation about sending ships by the Panama route. It would be an expensive matter for a ship well laden with cargo from China and Japan to cross the Pacific and on arrival at Panama to learn that a serious landslide had blocked the Canal to an extent involving the suspension of traffic for some weeks. We hope therefore that the landslide reported a few days ago is not so great as the imagination of those acquainted with the difficulties of the excavation work there can easily picture it to be; and in any case it will be hoped that when once the damage done has been repaired the engineers will be able to give to the world the assurance that nothing short of an earthquake will cause the Canal to be again interrupted by land slides.

China Mail.

Cavalry versus Aeroplane for Reconnaissance Work.

Therefore to return to the subject immediately under discussion we find that the primary function of, and basic justification for, any arm is the execution of its duties in relation to other than its own kind; thus, though it is admitted by one of the first and most important duties of cavalry to drive the enemy's cavalry out of the field, and establish superiority, this is actually the secondary function of the cavalry arm; its primary function is the observation and harrying of the other Arms of the Service. Again, the primary function of a fleet is neither to hold or defeat a hostile fleet, although this, its secondary function, is universally admitted to be its first and most important objective. Ultimately in every case there must be some primary purpose which gives rise to the need for any kind of fighting machine apart from its power of offence or defence against its own kind; it is this primary purpose that imparts the initial impulse and direction to its development. In the war, it will be interesting to observe what is done by cavalry and aircraft in regard to reconnaissance, and to compare what is actually achieved with the ideas expressed by the writer quoted.

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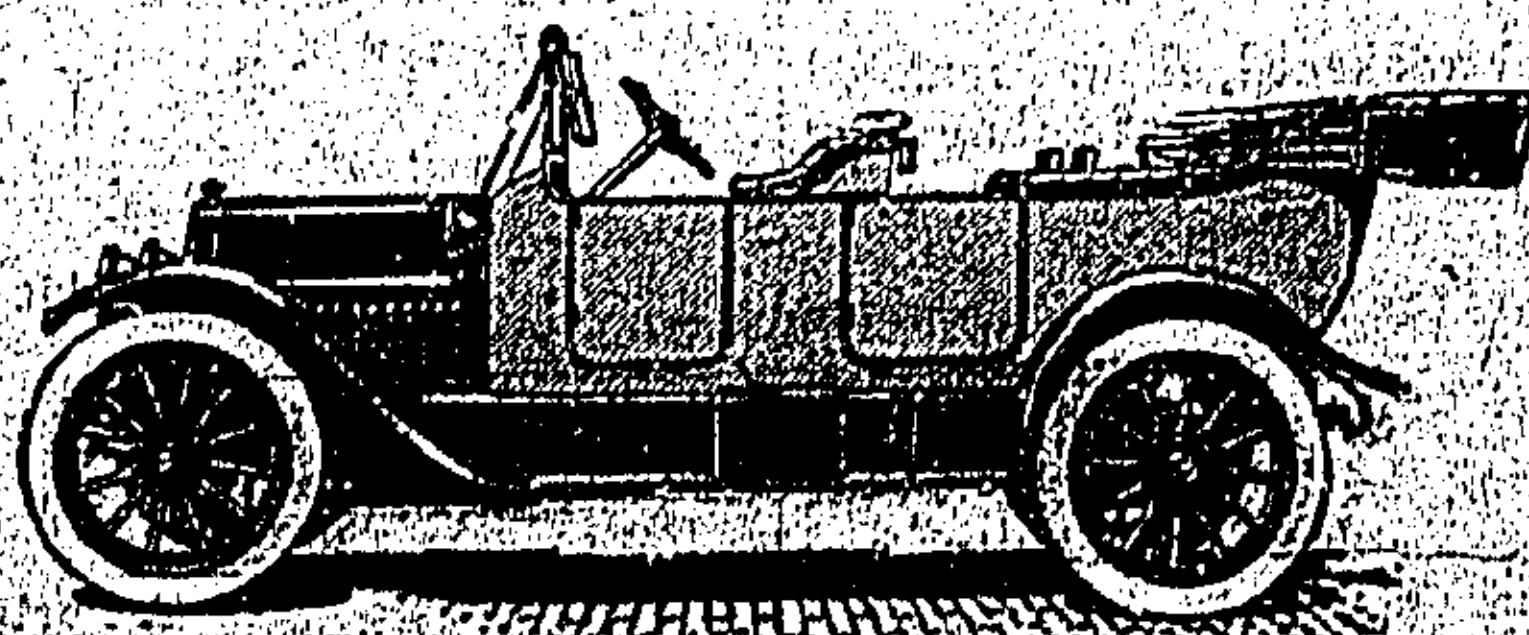
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GENERAL NEWS.

Specie Bank Failure.
Bombay, 19th September.—In the plaint filed by the liquidator of the India Specie Bank against the directors and deceased directors heirs the principal items of the losses of the Bank are shown as follows:—(a) Silver speculation, Rs. 1,11,41,000; (b) advances on pearls, Rs. 36,43,000; (c) Shares and *badlah* operations, Rs. 14,31,000; (d) Imprudent loans, Rs. 4,48,000. Although such a big loss was incurred in silver speculation in three years the directors continued to place before the shareholders balance sheets and a profit and loss account showing very large profits, and paid large and increasing dividends and bonuses. They further assured the shareholders that the Bank did not hold an ounce of silver and were taking special care to lend the Banks funds on safe securities. The amounts of such losses in the silver operations were included in the said balance sheets and accounts, in the amounts shown as advanced on secured loans.

Glut of English Fruit.
A letter from England received in Tientsin states that there is an abundance of fruit throughout the country. Plums and damsons are retailing at one penny per pound, but the sales are limited owing to the price of sugar. The inference is that sugar is too expensive to use for the purpose of preserving fruit. The news that Italy will export 100,000 tons of sugar to England monthly will relieve the situation, and housewives will be able to avail themselves of the glut of fruit to lay in their winter supplies.

Colouring the Wood of Growing Trees.

The *Indian Forester* makes reference to a remarkable experiment in colouring artificially the wood of trees while in a growing state. By running a system of boreholes right through the trunk, stopping one end with cork and introducing a dye the tree may be made to absorb the colouring matter. Thus the artificial dyes of malachite green and methylene blue coloured birch evenly and eosin veined the wood with red. As the darker shades in wood have a higher value than the lighter it is considered possible that by impregnating, for instance, a tannin-free wood like birch or maple with a tannin solution during growth, it would later be easy to give these woods a rich dark tint similar to that of the oak, which is rich in tannin, by means of treating it with ammonia under pressure.

Americans in London.

The American Relief Committee in London reports that during the week ended September 5 a total of 6,000 Americans arrived in England from across the Channel, and that 600 of these were absolutely destitute. Five hundred of these 600 had been without food for some time. They had to be fed at the committee's stations. Boarding places were found for 920 persons and 1,257 were assisted financially. This makes a total of over 5,000 persons supplied with money since the organization of the committee. American departures from London for the United States during the past week number 11,000, which makes a total of about 33,000 who have gone home since the war began. It is estimated that about 4,000 Americans sailed for home direct from the continent during the week.

Mongols Giving Trouble.

It is reported that a force of over one thousand Mongols under a noted chief, are now a little north of the Khatat district, the place where the massacre of the Mongols took place a few months ago. This band has driven back the force of Chinese in that district, who put up but a very poor fight. It is now said that the Chinese military governor at Kelgan is preparing a large force to send against this band. My informant states that a number of ex-Chinese soldiers have joined the Mongols and that they are likely to be a source of trouble unless drastic action is immediately taken.—*Peking and Tientsin Times.*

NOTICE

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TREATING BELGIUM DECENTLY.

What England Should Do.

Perhaps the finest thing in the whole colossal business in which we are now engaged is the frankness with which the French and British War Offices, and the Press in these countries, admit the checks and even actual reverses which the Allies are sustaining, and are bound in certain areas to sustain. It is understood that we cannot romance ourselves into victory. For the rest the censorship has been very prudently exercised, and is now much mitigated. These circumstances make it difficult to understand the bald ambiguity of the news from Namur. Is it the town that has fallen or is it the forts? If the first, nothing; if the second, a new twist to the campaign. We are bound to assume, as all the military writers do, that the circle of forts has been captured or surrendered.

A Pawn in the Game.
I do not want to say one word as to the military significance of the affair. And if a torrential German advance has, after enormous losses, swamped the defence, I do not want to say anything at all. But if, by chance, the defenders of Namur lacked the spirit of those of Liege, if, overwhelmed by the picture of blood, devastation, and panic which the south-east of Belgium now presents, they yielded up their position, then the question, "Are we treating Belgium decently?" has a grave and urgent meaning.

I arrived yesterday from Belgium, knowing nothing of Namur. It seemed to me a clear duty to attempt in a small way to bring home to the people of these islands the appalling price that Belgium has had to pay for holding to the path of honour and courage. Nothing said here is a criticism of the purely military aspects of the prologue now concluded. It was inevitable that in the case of millions of Belgium, and her two hundred thousand soldiers, should have been treated as a mere right wing pawn. But think what the gambit meant to a Belgian patriot. It meant, in any and all circumstances, the devastation of Liege and the country behind it. It meant the surrender not only of the capital but of the whole country except Antwerp. And the Belgians were under no illusions as to the terrorisation of non-combatants which is an essential part of the Prussian art of war. I quote from a Belgian journal the following summary of it. It is headed:

Thus Spake Bismarck in 1870. "True strategy consists in hitting your enemy, and hitting him hard. Above all, you must inflict on the inhabitants of invaded towns the maximum of suffering, so that they may become sick of the struggle, and may bring pressure to bear on their Government to discontinue it. You must leave the people through whom you march only their eyes to weep with." In every case the principle which guided our general was

that war must be made terrible to the civil population, so that it may sue for peace.

And to on, and so on. Little Belgium—her gallant soldiers and her laborious peasant alike—has been mashed to a bloody pulp where the heel of the Prussian, shod with iron and with this damnable philosophy, has passed. And all the time the Belgians kept on asking in hope, in despair. Where are the English? Where are the French? Can you wonder if in the end they began to ask it in anger? Would it be a contradiction of all the laws of human nature to suppose that the panic terror which swept over the undefended land may have penetrated through the steel blinds of the forts of Namur, taken the heart out of the troops, impelled them to surrender?

What Have we Done?
Let us examine our consciences. What have we done to show our appreciation of Belgium? There was the Royal message. There was Lord Sydenham's noble letter in *The Times*, which has been quoted everywhere. There is a subscription on foot. There is the promised loan. So far so good. But it is not enough. The stunned sense of having been delivered to Armageddon is noticeable everywhere, but especially in Flanders. The Flemish journals such as the *Laatste Nieuws* are full of violent anti-English articles. Germanophiles are harping on the kinship of the Flemish tongue, the Flemish stock and manners, to Germany. People sneer at the loan. My Flemish barber said to me on Sunday: "Oh! you are a fine people, you English. You look for business among the corpses. You will kindly lend us money at a good, whacking rate of interest. You philanthropists!"

Seeing Belgium Through.

What, then, is needed? War means blood and treasure. That faded phrase has been lit up suddenly, and we know what it means. The proof of blood the gallant soldiers of the two great Western Allies have already given at Mons and along the Sambre. I am convinced that the United Kingdom would be acting with fruitful generosity if Parliament were not to sanction a loan, but to vote a free grant.

Conjoined with that I hope and assume that Sir Edward Grey will renew the solemn pledges already given that, come what may, we mean to see Belgium through. The fear is general that the Germans may be allowed to get such a footing in Belgium as to have some plausible case in international law for proclaiming annexation. Let Parliament announce—and these dramatic cries and gestures of diplomacy are necessary—that so long as there is one shot left and one soldier to fire it the Allies will never allow one foot of Belgian soil to remain under German domination.

What I have written is not inspired by even the least touch of discouragement. The break-neck advance on the German right seems to me not the stride

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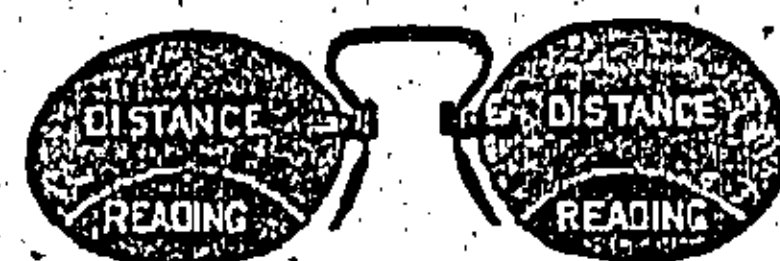
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of conquerors, but the mad hurry of columns flung forward in a frenzied gamble, Sursum corda! But let us remember that all alliances need delicate handling. Belgium is in agony. A stroke, swift and generous, such as suggested, will recall her, and all her people, to the glorious courage of Liege. Antwerp, and the field army now sheltered about it have still a great part to play.—T. M. Kettle in the *Daily News*.

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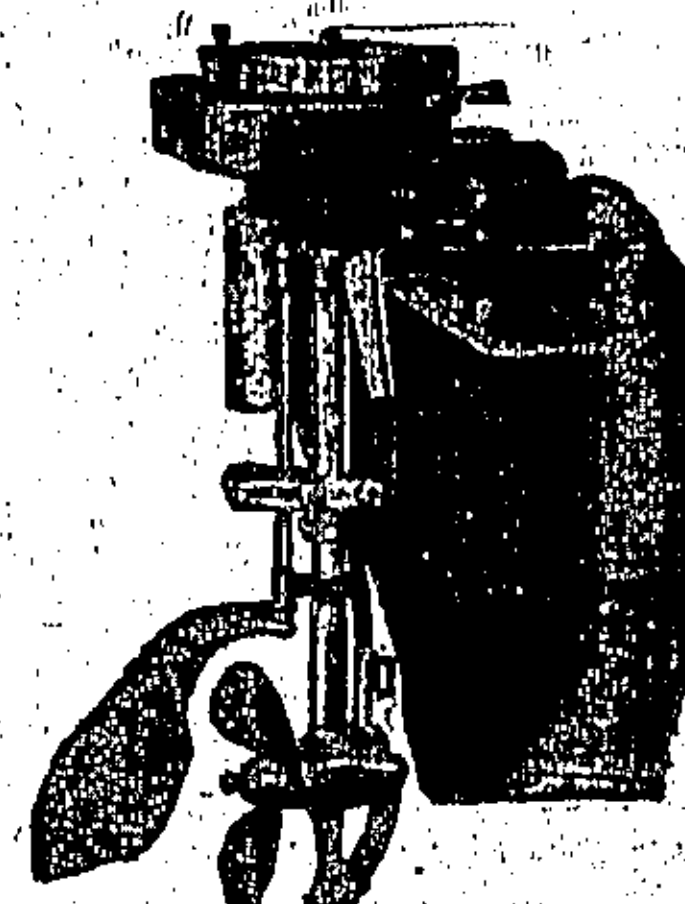
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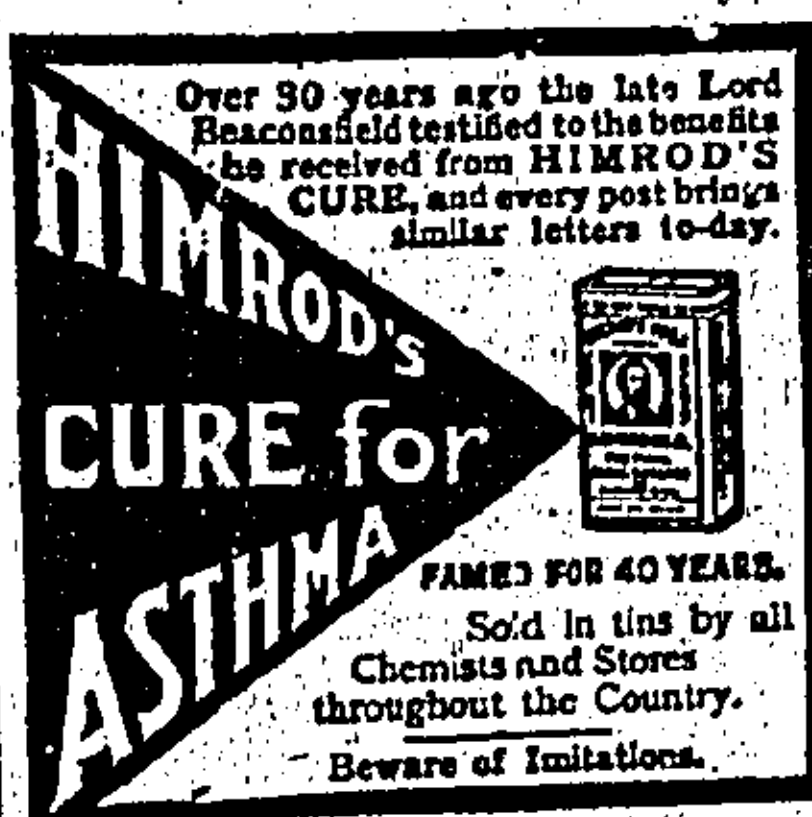


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The Hongkong Telegraph.

HONGKONG, MONDAY, OCTOBER 19, 1914.

CALCULATIONS UPSET.

It is now more than two and a half months since the Great War broke out. On land and on sea successes and reverses have fallen to the lot of the Allies, but, if a comprehensive view of the situation is taken, it cannot but be realised that things wear quite a satisfactory aspect for us. Equally it will be seen that German anticipations and hopes have been sadly shattered. Six weeks ago the enemy was almost within striking distance of the French capital. No doubt at that time panicky individuals here and there feared that the fate of the allied troops was as good as sealed. But events have moved rapidly since then, and to-day the Kaiser's soldiers, finding themselves up against a wall of steel, are surely and certainly being forced back all along the line. We have suffered heavy losses, it is true, but if the facts could be known it would without a doubt be seen that the German casualties have been even heavier still. We know something of how German generals sacrifice their men with prodigal hands, and official British reports reveal the fact that in the recent fighting the Kaiser's troops have been mowed down in fearful numbers.

We referred just now to the German anticipations. What these were is now fairly well known on broad lines, but there are some aspects of Germany's intentions which are only just beginning to be revealed. France, of course, was to have been speedily crushed—six or eight weeks was the limit fixed—and with this much accomplished it was supposed that German arms would be turned against Russia. The military correspondent of the Times, however, considers that this was not to be the policy of Germany, according to private advices telling of the views of the average German officer concerning the war. No offensive campaign against Russia was intended, the German plan of operations, after the defeat of France, to be limited to the overthrow of successive Russian armies as they appeared. Britain, according to these opinions, was to be left till last, and the Navy was to be nursed until the moment came for decisive operations against the country which stood between Germany and her place in the sun.

What was to have been the method of procedure against Britain? The supposition, it seems, was that when Paris had fallen and the French armies had been struck down, Calais, Boulogne and Dunkirk would be occupied and Holland would be "invited" to come within the German Federal system. Then, with all the great maritime positions of the Low Countries and the best deep-water ports of Western Continental Europe in their hands, the Germans would prepare to reduce England at their leisure. Features of the method of attack were that the new Krupp 16 inch guns were to be mounted to control the Dover Straits, the coast-line was to be bristled with batteries, and in the subjugation of England, dirigibles, submarines and mines were to play a big part. All these pretty out and dried schemes, however, have gone awry. Germany did not count on France fighting on with the desperation she has shown, neither did she take into account the raising of new armies by England, their speedy transportation across the Channel, or the military prowess of Russia. All was to end in six months, or a year at the outside. We have entered the war in a different spirit to that. We are out to fight till the Prussians are crushed once for all, whether that task takes three, ten or even twenty years.

Belgians in the Hopfields.

A letter that arrived in the Colony from Home this morning says: "Some of the Belgians are at work in the hop fields." (N.B. It's very obvious that the writer doesn't hail from Hampshire or hop gardens would have been the expression employed.) We are glad that at least some of the refugees have found work which, though it only lasts two, three or four weeks, according to what sort of hop year it is, is healthy and comparatively lucrative. Moreover the Belgians are the very people for such work—plodding, painstaking, and neat in all that they do. (Is it generally known, by the way, that the finest church embroidery etc., ordered of English firms is usually done in Belgium—by men?) Life in a hop garden is rough, but no rougher than that which many of the refugees had to endure before they escaped to England. Sleeping accommodation is usually found in sheds and barns, work begins at daylight and ends at dark—for those who want to earn as much as possible, for it is all piece-work, or used to be—and most of the pickers continue working even while they are taking their meals.

No Alien Question this Time.

It may not be generally known that the peasantry of Kent and Hampshire bear an undying hatred towards all imported hoppers. They even go the length of calling them foreigners. In Hampshire the alleged foreigners are merely wandering gypsies who arrive by the hundred in a hop neighbourhood at the beginning of the season and hire themselves out as pickers, greatly to the resentment of the locals who regard this as taking the bread out of their mouths. In Kent the aliens are principally the poorest class of cockney who arrive by cheap train, regarding the whole thing as a profitable and prolonged annual feast. Profitable it certainly is to an industrious family, for father, mother and children all working, from three to six pounds a week may be earned in a good year. This year the villagers have a different class of alien to deal with, and we think well enough of the good old South Country yokel to believe that, for once, he will put his objections and his insularity in his pocket and be ready to go shares, without grumbling, with those who have lost their all.

A Chinese Museum.

In these days when there is so much danger of the past being forgotten in China, it is reassuring to notice that there has been officially established in Peking, in close proximity to the famous Temple of Heaven and Earth, a great museum. In this building are to be displayed numerous ancient relics and curios of great value which have been gathered together from Fengtien and Jehol. These reminders of the past, indicative of the nation's ancient civilisation, have been arranged and classified, and now the public, by the payment of a small charge for admission, will be able to view them at their leisure. The Altar of Heaven and Earth will also be opened, and as it has been greatly adorned and renovated by the Government, it should prove a great attraction. The enclosure round the Temple has been laid out with trees and plants, and eventually will become a public park.

Old and New.

One fact worthy of notice is that the old and the new will be ranged side by side, for adjacent to the great assemblage of Chinese relics will be a display of modern machinery, telegraphy, railway-stocks, etc. These machinery exhibits have been specially acquired from Europe, and it has been decided that public bodies may inspect and test the various types on view. In this way much good should result, for when Chinese officials have the very best machinery of the West brought to their doors and exhibited at the very centre of authority, it may be taken for granted that they will gradually come round to realise that if the Republic is to progress as it should do, there must be a widespread adoption of western science and scientific appliances. Anyhow, it is a happy idea to place side by side the best products of the East and the West.

DAY BY DAY.

"ORDER IS HEAVEN'S FIRST LAW."

The Weather.
Lower level 8 a.m. Temp. 78; fine.

At the Peak 8 a.m. Temp. 71; fine.

The Mails.

American Mail—Due to-day.

Siberian Mail—Due to-morrow.

Siberian Mail—Closes to-morrow at 3 p.m.

Canadian Mail—Closes to-morrow at 3 p.m.

Count the Columns.

On Saturday the Telegraph published 48 columns of solid reading matter. To-day there will be 37 published.

The Dollar.

The rate of the dollar on demand to-day is 1s. 8.15-16d.

Auction Sale.

To-morrow Mr. G. P. Lammert is selling by auction, at 110, The Peak, the whole of Colonel Irwin's furniture.

Lawn Tennis.

The monthly spoon competition in connection with the Wigwam Tennis Club was resumed during the week-end. On the commencement of play Mr. O. A. Hansen's team led by 38 games, but Mr. le Breton's side wiped off ten of the arrears, there being still one match to play.

Scouts' Concert.

St. Joseph's Boy Scouts, under the charge of Mr. Blake, of the Victoria Theatre, are arranging a grand concert to be given at their headquarters on Saturday, November 14, when the whole proceeds will be for the Prince of Wales' Fund. A feature of the evening will be displays and Scout sketches by the troop.

FOOTBALL.

Hongkong F.C. v. Police.

It turned out to be a bright and sunny afternoon on Saturday when the Hongkong F.C. entertained the Hongkong Police. The teams lined up under Mr. W. V. Parnell as follows:—

Hongkong F.C.—Cope; Hamilton and McCubbin; Long, Bond and Robinson; Larkins, Gace, Edgcombe, Stalker and Hedley.
Police.—Swan; J. Clark and Cave; Gardiner; Kelly and Drury; Grimmett, A. Clark, Reid, Booker and Wilson.

The Police certainly won the match, but the element of luck was stronger than the element of good play. This is probably the conclusion the spectators unanimously came to after witnessing the well-fought game. The Club opened with a strong sun to their disadvantage and Stalker and Hedley made no delay in getting the leather to the other end of the field. They were doing particularly well and the goal would have been in danger had Cave not made himself useful for the threatened defence. Shortly afterwards the Police made an incursion, but had to face the formidable combination of Hamilton and McCubbin. The play became a little tame for a while, exchanges being fairly frequent but not over lively. Grimmett tried very hard to negotiate a successful run, but could not do so. The honour of scoring the opening goal fell to the Police through the agency of Reid, and though there was nothing extraordinary about the shot, it was sufficient to defeat the Club custodian, who rather "mugged" matters. Half time arrived with the score: Police 1 goal; Hongkong F.C. nil.

In the second half, play resumed with the Police making a rush for goal, Grimmett and Clarke becoming dangerous when McCubbin cleared. Edgcombe and Stalker then made matters lively for a few seconds, and the outlook for the Club was hopeful. Edgcombe, however, put the ball over when in a most desirable position. Swan several times proved his ability to look after the fort and was applauded for his saves. There was nothing further doing in the scoring line and the result was a win for the Police by the only goal of the match.

NOTES ON THE CRISIS.

THE NAVAL OPERATIONS.

A Comparison Which Favours Britain.

The week-end has brought us a mixed record of good and bad tidings, but, on the whole, the balance is distinctly in our favour. For once in a way we have news of Anglo-German naval operations—there has been "a certain liveliness in the North Sea." Saturday saw us somewhat depressed by the telegram telling of the sinking of another of our cruisers by the enemy's submarines, but the gloomy intelligence was counterbalanced yesterday by the story of the successful operations which resulted in four German destroyers being sent to the bottom. The loss of the Hawke—a boat known to the China Station, we believe—is regrettable, to be sure. But an incident of this sort represents part of the price we have to pay for patrolling a hostile coast, and thus being far more exposed to attack than is the German Navy, safely ensconced in its own harbours. Occasionally the enemy will make a desperate raid, and when that is done, as in this case, by the elusive submarine, we have to run the risk of suffering. But two can play at the submarine game, as future events will most likely show.

Good Work.

Comparing the two incidents under notice, it must be conceded that our naval men have done the better work. The German submarines attacked two of our cruisers—the Hawke and the Thetis—but only managed to account for one. We engaged four of the enemy's destroyers and sunk every one. Our own and the German vessels evidently came to grips, and evidence of the superiority of British gunnery is to be found in the fact that while we despatched the whole four German destroyers, ours suffered only slight damage and our casualties did not include a single life lost. It would appear as if the German naval forces have at length resolved to come out. Whether, if that be the case, the decision is connected with the occupation of Belgium remains to be seen. But it is worth noticing that the engagement reported yesterday took place off the coast of Holland. That would seem to point to the probability that an attempt is being made to get into communication with the Belgian ports, possibly under cover of long-range guns mounted along the coast. In that event the sunken destroyers may have been carrying more than their usual complement of men and the loss of life made correspondingly heavier. But after a few experiences of the kind reported yesterday the enemy may well pause to reconsider the situation. For, after all, Germany can much less afford to lose ships and men than we can.

The Losses Compared.

As to the naval losses up to date, the balance is badly against Germany. Her Navy has been shorn of five cruisers—the Hela, Madgeburg, Mainz, Cormoran and another of the Kola class—the minelayer Koenig, Loise, submarine U15, seven destroyers, three gunboats and one torpedo-boat. Against this Britain's losses are represented by the cruisers Pathfinder, Aboukir, Oressy, Hogue, Hawke and Amphion, and the old torpedo-boat Speedy. In this comparison we take into account only actual naval craft, not armed merchantmen. The point to be borne in mind also is that all the ships we have lost, save the Amphion, are old and more or less obsolete vessels, whereas several of the German warships are boats completed within the past four years.

With the Allies.

Of the land fighting there is but little that calls for comment. Again we have to record the progress of the Allies. This is particularly marked on the Left Wing, where we know there is a strong British force operating. The fighting here is now well up to the frontier, and indeed at one point we have a line running from Ypres right to the seaboard. Armistices have also been taken. Soon we may look to see quite a

JOTTINGS BY THE WAY.

We read, the other day, that when the Admiral Sampson came into collision "seventeen lives were lost." There it is again. We never have any luck. Why weren't we on board? We've had a liver on us, this many a day, which we'd give a good deal to lose.

A certain telephone company reported, not long since, that someone had stolen part of an instrument from its premises. If only the instrument in question had been the piano of a friend of ours, and the part stolen an essential one, we wouldn't have minded giving a few dollars to charity.

A Peking paper remarks: "The essential part of the civilisation of China, during the past several thousand years, has been the cultivation of virtues." Then perhaps the individual who abstracted a five-dollar bill and four ten cent pieces from our trousers pocket while we slept wasn't a Chinese boy after all.

The number one composer of a Manila contemporary has got a code id hid dode agade—or elth hath cultivated a lithp. His latest achievement in the way of headlines is: "The British Press."

And speaking of headlines, what about our own the other day: "England buys Chinese eggs?" The only advantage of this is that it gives us at last a chance to drag in "Ishabod"—for of a truth the glory is departed from Israel—England we mean, if the eggs in question are to be of the same brand as some we have tasted in China.

"Troops sleep in churches all over France," says a Home paper with the utmost gravity; never pausing to reflect that civilians in England will say: "That's nothing new; we do just the same in our country."

Another refreshing war report comes from our old friend the Daily Mail, and is to the following effect: "The Germans lost heavily, a field kitchen being taken from them." Isn't that playing it rather low on the Germans? After all they're not the only people who are good hands with a knife and fork. We know a man in Hongkong—

The Peking Jih Pao is informed by the German Legation—which suffers from the same distressing complaint as the infant George Washington—that the Prussian armies have occupied Dijon, Marseilles and Toulon, and so has made herself (sic) mistress of the Mediterranean. We will do the Jih Pao the justice to say that it abstains from making matters any more serious by enlarging.

Applications are invited, so we learn from a Home paper, for the post of general-museum assistant to the "Amquadda Genedmethol Cymru." Applicants must be "handy with tools, and evidence of interest in any branch of natural history would be a recommendation. Wages 25s a week." Doubtless a fair number of burglars would have presented themselves for the job, but for that saving clause about the natural history. The advertisement should have added that any Englishman wanting it must also give evidence of interest in some branch of language study.

Talking about burglars, why has no relief fund been started for them? This must be a most distressing time for the fraternity, for nobody at Home seems worth robbing just now. It would be too sad if they and their not far distant cons, the perpetual loafers, should have to turn to and do a day's honest work. Truly "Minerself" has a lot to answer for.

clash between the opposing forces in this locality, that is if the Germans have the courage to push matters from Belgian territory. However, the Belgians have again shown up on their own soil, and have repulsed several attacks by the enemy. Evidently the Belgian Army is not by any means finished with yet.

CRICKET.

Interesting Match at Kowloon.

Teams captained by Mr. A. O. Brawn and Mr. W. L. Weaser met on the K.C.C. ground on Saturday, and an interesting match resulted. Mr. Brawn's team comprised 13 players, while the opposing side was made up of the regulation number. The result was a victory for Mr. Weaser's XI, who had a surplus of 75 runs, two men not batting and two others retiring with honours. The victory was mainly due to the fine bowling of de Rome, who took eight wickets for 42 runs, and the steady batting of Major Robertson and the captain of the victorious side. The scores were:—

Mr. Brawn's Team.
A. A. Olxton b Else ... 42
N. L. Raitton c Robertson b Blackburn ... 0
F. L. R. Munn b de Rome ... 28
K. McLennan c Weaser b de Rome ... 10
W. Kay c Edwards b de Rome ... 0
H. S. Rouse b de Rome ... 0
W. T. Elson c Else b de Rome ... 6
A. O. Brawn c Shreff b de Rome ... 0
H. E. Hollands b Robertson ... 5
H. Overy c and b de Rome ... 17
A. W. Davidson not out ... 0
Capt. Wheeler b Robertson ... 0
P. R. Wolff c and b de Rome ... 4
Extras ... 6

Total ... 118
Bowling.
O. M. R. W.
Blackburn ... 5 0 30 1
Weaser ... 4 0 10 0
de Rome ... 9 0 42 8
Else ... 5 1 13 1
Robertson ... 4 0 19 2

Mr. Weaser's XI.
E. J. Edwards c Hollands b Olxton ... 24
A. R. F. Rayen retired ... 50
Major Robertson retired ... 51
F. J. de Rome b Kay ... 27
J. H. Maad run out ... 0
S. O. Elsie c Munn b Kay ... 13
W. L. Weaser did not bat ... 0
A. E. Silstone not out ... 12
L. J. Blackburn c Rouse b Wolff ... 0
A. G. Pile not out ... 8
F. P. Shreff did not bat ... 0
Extras ... 8

Total ... 193
Bowling.
O. M. R. W.
Kay ... 11 1 42 2
Brawn ... 3 0 28 0
Olxton ... 8 0 48 1
Overy ... 4 0 22 0
Munn ... 2 0 8 0
McLennan ... 2 0 9 0
Rouse ... 2 0 11 0
Wolff ... 4 0 15 1
Davidson ... 1 0 4 0

BIJOU SCENIC THEATRE.

There was again a full house at the Bijou on Saturday evening, to enjoy the excellent programme provided. Wise and Milton, the clever American artistes, continue to bring down the house at every appearance, their singing and dancing being distinctly above the average. The last appearance of this popular pair is billed for this evening, and those who have not yet seen them should not miss the opportunity. "A Woman of the People" (in 4 parts—length 7,000 feet) is an intensely interesting dramatic film, based on the world-famous play by Messrs. d'Ennery and Maillan; and is a splendid combination of first-class acting and good cinematography. This film will be shown for the last time to-morrow evening. In addition to the above, the first of a series of pictures in connection with the War (showing various incidents of the mobilisation, etc.) and a beautiful scenic study, "On the Bank of Lake Dal," are being screened.

Vedrine the Intrepid.
A French soldier's letter relates a remarkable feat by M. Vedrine, the aviator. The letter says that the French fired at a German aeroplane without success. Thereupon Vedrine went in pursuit, rose to a height of six thousand feet, and riddled the German. This makes the twenty-first German aeroplane destroyed, and the second, tagged by Vedrine, in three days. Reuter Special Extra.

CRIMINAL SESSIONS.

Ribeiro Sent to Prison for two Years.

This morning, the Chief Justice, Mr. Justice Gompertz, presided over the October Criminal Sessions, for which there were four cases in the list. Adjourned.

Chun Yu-shun, an ex-sergeant interpreter of the Police, was charged on two counts with accepting bribes of \$10 and \$2 while a public servant, in reference to stopping two prosecutions against men for keeping a brothel.

The prisoner pleaded not guilty. The Crown Solicitor, Mr. P. M. Hodgson, said that the case was originally committed to the May sessions of 1910 and the prisoner was allowed out on bail of \$500. He absconded and was only arrested a few days ago. He would ask for the case to be adjourned until the next Criminal Sessions.

His Lordship assented to this being done.

The Forgery Case.

Rodrigo Alvaro Vieira Ribeiro, alias Roberts, Richardson and Maurice Riley, appeared on three counts: of forging a cheque on November 27, 1913, for \$200 upon the Hongkong and Shanghai Banking Corporation, purporting to be drawn by Mr. L. N. Lee, secretary of the China Association, payable to bearer, with intent to defraud; forging another cheque for \$200 on February 2, 1914, on the same bank and purporting to be drawn by the same gentleman; and also of uttering a forged application to the Hongkong and Shanghai Banking Corporation for a cheque book.

In answer to the charge, the prisoner, who appeared to feel his position keenly, said: "I am guilty."

The Crown Solicitor, Mr. P. M. Hodgson, prosecuted and Mr. F. C. Jenkin, instructed by Mr. J. H. Gardiner, appeared for the defendant.

The Crown Solicitor said that the first two charges were of forgery. The first, on November 27, 1913, when he forged a cheque for \$200 in the name of Mr. Lee, secretary of the China Association. The second cheque forged was on February 2, 1914, also in the name of Mr. Lee. The prisoner was employed by the China Association to do certain clerical work, in the course of which he had access to the cheque book of the association; it being his duty to draw cheques for Mr. Lee to sign. He apparently seized the opportunity of forging the cheques. The cheque book from which the cheques were taken had not got counterfoils of those two cheques; they had been torn out by the defendant. Moreover the body of the cheques was clearly in the handwriting of the defendant. The third charge of uttering and making an application to the bank for a cheque book was really rather more elaborate than the first two charges, for the accused seemed to have taken some curious steps in connection with it. He went to the Japanese Hotel, the Nomura, on January 17 and stayed there, entering his name on the books as "R. Roberts." While there he sent to the Hongkong and Shanghai Bank a cheque in the name of the bank, the name of the bank being "R. Roberts." He also sent to the bank a letter of introduction from Messrs. Reiss and Co., the outfit purporting to be signed by Ng Yu-wan, who was in the bank's department of Messrs. Reiss and Co., and had an account with the bank. Fortunately he did not get the cheque book from the bank, because they were suspicious, and sent for Ng Yu-wan and he said that he did not send for the book. The paper on which the application was written was not taken from the hotel, but from that belonging to the China Association. The accused, on February 2, asked Mr. Lee for half a day's leave. That was on the day of the second forgery. He was granted leave and had not been seen at the office since. He absconded to Colombo, where he was arrested and was brought back here.

His Lordship:—How old is he? Mr. Hodgson:—He puts his age at 19.

TO-DAY'S LATEST WAR TELEGRAMS.

(Continued from page 1.)

Austro-Germans take Offensive in the East.

Oct. 17, 4.30 a.m.
A Petrograd official message states that there have been slight engagements along the East Prussia front; the Austro-Germans took the offensive on Thursday on the middle of the Vistula and in Galicia.

Bombardment of Cattaro.

Oct. 17, 4.30 a.m.
From Rome it is announced that the allied fleets and the guns on Mount Lovchen violently roused the bombardment of Cattaro. Austrians Defeated in Desperate Battle.

Oct. 17, 4.30 a.m.
From Nish an official message states that the Serbians and Montenegrins, on Wednesday, completely defeated the Austrians in a desperate battle at Glassinatz plateau, which dominates the fortifications of Sarajevo.

British Casualties at Antwerp.

Oct. 17, 4.30 a.m.
The Admiralty announces that the casualties in the Royal Naval Division at Antwerp include Battalion Commander Captain Maxwell, late Grenadier Guards and Sub-Lieutenant Ridge, Volunteer Reserve, killed. Thirty-six officers were interned in Holland, including Commander Wilfred Henderson who was commanding the first brigade. All are Volunteer Reserve Officers, with the exception of two Indian Army Officers, a Commander of the Navy, five Naval Lieutenants, a Captain of Marines, Major the Hon. W. Trefusis and Major Bryce, of the Coldstream Guards, and Major Fletcher of the Scots Guards.

Canada's Military Expenditure.

Oct. 17, 11.45 a.m.
It is announced that the Bank of England will advance the money required this year for Canada's military expenditure. Later, a permanent War Loan will be floated.

Italy's Premier Acts as Foreign Minister.

Oct. 17, 11.45 a.m.
A message from Rome states that the Premier is acting as Foreign Minister.

Fears for Remainder of the Hawke's Officers.

Oct. 17, 1.35 p.m.
The Admiralty confirms that Lieutenant Commander Rosoman, Gunners Dennis and Eviatt and Boatswain Austin have been saved from the Hawke. It fears that the remainder of the Officers are lost.

Russia Compelled to Lay Mines.

Oct. 17, 1.35 p.m.
Reuter's correspondent at Petrograd reports that it is officially announced that, owing to the presence of German submarines at the entrance to the Gulf of Finland and the danger of torpedoes along the Russian coast, the Russian Government has been compelled to mine the sea from the Gulf of Riga to the Aland Islands.

position of some importance in the Hongkong and Shanghai Banking Corporation; he was instructed he was an assistant chief accountant, a man who, he believed, was honoured by his employers, the Bank. He had another brother who worked with another commercial firm, a man of good character and regarded well by the men who employed him. He thought it was the Nestle Anglo-Swiss Milk Co. The standing of the family was a good one, and he was the black sheep—a very young black sheep—of the family. His father was not only aged and working for the family, but his mother was also an aged woman who was not in the best of health. These were matters to which a judge need not necessarily pay much heed, but if his Lordship was going only to correct the young man and make sure he would never again transgress the path set out by the common law, he submitted the punishment he had had up to date, by reason of his arrest on July 10 and incarceration at Colombo, his bringing here and incarceration here, and the anguish which even a man in the dock must feel when he knows the pain and suffering of his family, were facts which a judge in carrying out his duty might take into consideration.

"I might be that his Lordship would think that he, counsel, was talking because he was paid to talk, but what he was saying to him was upon express instructions given to him in the cells this morning by the penitent prisoner. The defendant had put up no defence at the police court and cross-examined no-one. He would have pleaded guilty. He would have pleaded guilty because he knew he had committed a moral wrong, but a moral wrong was not necessarily a legal one and therefore he was advised to hold his hand until the evidence had been given. As soon as it was given he desired to plead guilty, and, in accordance with that desire, had pleaded guilty this morning."

He submitted that the crime would be met if he were sentenced to a term of imprisonment in months only at the most, to date from the day of his arrest.

His Lordship said he would

Mr. Jenkin said he was instructed an hour ago to address a few words to His Lordship on behalf of the prisoner at the bar. Ribeiro stood before him as a penitent man; no penitent by reason of any advice given to him, for he had been penitent from the time of his arrest; he pleaded guilty on his own initiative and not from any advice which had been given him at all. He would like to base what remarks he had to make on the statement that the law of the colony and other human law was not passed for the purpose of punishing sinners, but for prevention of crime.

His Lordship:—There has been a good deal of controversy over that.

Mr. Jenkin:—Well; I take it from a learned criminal text book and I make it my submission.

That being so, he continued, his Lordship could prevent the recurrence of the crime without necessarily unduly punishing the young man that stood before him. His Lordship:—He certainly seems very young.

Mr. Jenkin:—As you say, he is very young; he is little more than a schoolboy. He was nineteen last March, and had left the playground only three and a half years ago. He was engaged with Messrs. Jardine, and, as was often the case with young men having a certain salary, he lived beyond his means. He had access to the cheque book; he counsel, supposed it was accessible to practically anybody. At any rate the prisoner had access to it, and, by reason of excess in the indulgence of youth, he required more than was given him by his salary; and, having access to the cheque book, he was tempted and fell.

Counsel would have to detail to his Lordship the circumstances of his family life as a matter of which he thought his Lordship should know. Working in Messrs. Jardine's, he was working in the same commercial house where his aged father was working, is working, and had worked for forty years past. At the time he committed the offence he had an elder brother occupying a

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THE "DAISY" BRAND.

like to see counsel in chambers

On returning to the Court, his Lordship, in passing a sentence of two years' hard labour, remarked on the extreme seriousness of the prisoner's offence. He was able only to regard this offence as proof of a certain course of crime; had it been only one cheque it would have been a different matter. It had been pointed out by counsel, who spoke very ably on his behalf, that prisoner's family was one of extreme probity and respectability, and he himself was very young; he had not yet attained his majority. Consequently, taking everything into consideration, he could not see his way clear to pass a less sentence than one of two years' hard labour on each charge, the sentences to run concurrently.

Mr. Jenkin asked that the sentence should include the four and a half months which he had already served.

His Lordship made an order that the sentences were to date from the time of his arrival in Victoria Gaol.

Louvain and the Press.

The American press literally teems with fervent denunciations of "the crime of burning Louvain." The German Ambassador at Washington defends the burning and so does the *Staats Zeitung* of New York. According to the *Staats Zeitung* "the punishment is a terribly severe one, but the life of a single German militiaman under such circumstances is worth more than the whole city of Louvain, with all its relics and all its treasures." This arrogant brutality provoked the New York *Sun* to rejoinder:—"The time is not long distant, let us hope, when we may say: 'The punishment is a terribly severe one, but the life of a single Cock under such circumstances is worth more than the whole city of Berlin, with all its relics and all its treasures.'"

TO-DAY'S ADVERTISEMENTS.

LOST.

LOST on the 18th inst. between No. 2 Caine Road and R. C. Cathedral one lady's Gold Bead Necklace. Finder returning same to the following address will be suitably rewarded:—"A. C. BOTELHO" c/o The Fumigating and Disinfecting Bureau, Limited, 2, Pedder Street.

ITALIAN CONVENT.

BAZAAR—BAZAAR—BAZAAR On Saturday 24th October, 1914, and following days.

Commencing each day at 10 a.m. Ladies' Dresses, Children's Frocks, Table Covers, Handkerchiefs, Boys' Jerseys, Babies' Robes.

In a large variety of style. CHILDREN'S BAZAAR! A Special Feature of this year's Sale. Sweet Stalls, Dainty Chocolates, and Maroons. Toys in great variety and at all prices.

A Visit to the Convent during the Bazaar will afford a rare opportunity of getting an insight into the educational value of the Industrial Section of the School, wherein the technical training of hundreds of orphan girls is being conducted from day to day.

TO-DAY'S ADVERTISEMENTS.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

THE Steamship

"BENAVON,"
From LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Oct. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 2nd prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th October, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th October, 1914.

FOR THE LADIES.

Madame CASULLI, the well-known Parisian dressmaker, is on her way back to Hongkong, after having made purchases for the winter season.

Owing to the detention of the "Miyazaki Maru" at Aden, she will arrive here on the 25th inst., with a lot of walking and evening dresses, trimming, novelty clothes, hats, etc., etc.

All these novelties, which represent the latest creations of the leading firms of Paris, will be exhibited at the PEAK HOTEL, on and after the 29th instant, from 10 a.m. to 1 p.m. and from 2.30 to 5.30 p.m.

MINISTERING CHILDREN'S LEAGUE.

A SALE OF WORK in aid of Local Charities for children and the Prince of Wales' Fund.

will be held in the Grounds of Government House (By kind permission of His Excellency the Governor) on Saturday, 31st October, from 2 to 6 p.m.

ENTRANCE ONLY at the Garden Gate in Upper Albert Road.

Prices of Admission: Adults 30 cts. Children 10 "

All Members and Associates free.

"Mrs. JARLEY'S WAX-WORKS," Toys and Fancy Articles. Ices, Sweets, Tea. NO CHITS TAKEN.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY the 23rd October, 1914 commencing at 11 a.m. at No. 3 Carnarvon Road, Kowloon.

A Large Quantity of Valuable Household Furniture, etc. (Full Particulars from Catalogue). On view from Thursday the 22nd October.

Terms:—Cash on delivery. GEO. F. LAMBERT, Auctioneer.

MACKINTOSH

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MEN'S WEAR SPECIALISTS

EVERY man who prides himself on being individual in his dress will be delighted with the exclusive designs in

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Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

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CHANGSHA	18th Oct.	24th Oct.

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VICTORIA, B.C., and SEATTLE via Shanghai, Kobe, Yokohama, and Yokohama.	Tamba Maru Capt. Nagasawa T. 12,500 Saki Maru Capt. Noma T. 12,500	{TUES., 20th Oct. at 4 p.m. {TUES., 3rd Nov. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Nikko Maru Capt. Takeda T. 9,300 Hitachi Maru Capt. Sato T. 16,000	{FRIDAY, 23rd Oct. at noon. {WED., 18th Nov. at noon.
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CALCUTTA via Singapore, Penang, and Rangoon.	Sanuki Maru Capt. Date T. 12,500	{SATUR., 24th Oct.
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BOMBAY via Singapore and Colombo.	Jinsen Maru Capt. Terada T. 5,000	{THURSDAY, 29th Oct.
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NAGASAKI, Kobe, and Yokohama.	Inaba Maru Capt. Tominaga T. 12,500	{SUNDAY, 1st Nov. at 5 p.m.
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MOJI and Kobe.	Colombo Maru Capt. Noguchi T. 12,000	{SATURDAY, 24th Oct.
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KOBE & Yokohama.	Miyazaki Maru Capt. Toranaka T. 16,000	{SUN., 25th Oct. at 11 a.m.
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FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kaori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	" 1st February
Kashima	20,000 "	" 25th February
Mishima	16,000 "	" 11th March
Suwa	25,000 "	" 25th March
Atsuta	16,000 "	" 8th April
Yasaka	25,000 "	" 22nd April
Miyasaka	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	" 9th February
Yokohama	12,500 "	" 23rd February
Awa	12,500 "	" 9th March
Shidzuoka	12,500 "	" 23rd March
Tamba	12,500 "	" 6th April
Aki	12,500 "	" 20th April
Sado	12,500 "	" 4th May

For further information apply to

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CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO.	Chinhua	20th Oct. at 4 p.m.
SHANGHAI.	Kanchow	20th Oct. at 4 p.m.
SHANGHAI.	Luchow	22nd Oct. at 4 p.m.
WWEI & TIENSIN.	Huichow	24th Oct. at noon
MANILA, CEBU & ILOILO.	Taming	27th Oct. at 4 p.m.

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Tjikembang	...	...	SHANGHAI	2nd half Oct.
Tjipanas	JAVA	1st half Oct.	JAPAN	2nd half Oct.
Tjimahi	JAVA	2nd half Oct.	JAPAN	...
Tjilong	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tjibodas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjimanok	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
Tjilatjap	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tjilarcem	JAVA	1st half Dec.	...	...

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Steamer.	Displacement	Tons & Speed
Chiyo Maru	22,000 - 21 knots	From H'kong, Tues., 20th Oct.
Tenyo Maru	22,000 - 21 knots	" N'aki, Sat., 14th Nov.
Shinyo Maru	22,000 - 21 knots	" H'kong, Tues., 8th Dec.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £66.10.

" " San Francisco £45.
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ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

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Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Anyo Maru 13,500 - 15 knots Wed., 2nd December.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.
For Full Particulars as to Passage & Freight, apply to

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	27th Oct.	10th Nov., 10 a.m.
St. Albans	21st Nov.	18th Dec., "
Eastern	12th Dec.	8th Jan., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiyang	A. E. Hodgins...	TUES., 20th Oct. at 1 p.m.
Haitan	J. W. Evans...	FRI., 23rd Oct. at 1 p.m.
Haiching	W. C. Passmore...	TUES., 27th Oct. at 1 p.m.

FOR SWATOW.

Haimun..... A. H. Stewart... WED., 21st Oct. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas LaPraik & Co.,

General Managers.

LOG BOOK.

Ship's Long Voyage.

When one Saturday morning a full rigged sailing vessel was sighted down the gulf, says the *Adelaide Observer*, bowling along under a good spread of canvas before a fresh southerly, there was some speculation about her identity, for nothing in the shape of sail was expected. The stranger was the Norwegian ship Helicon, which, bound from Port Talbot (Wales) to Oleta Oleta, in Chili, with a cargo of coal, was forced to put into the Semaphore anchorage because of losses of sails and shortage of water and provisions.

She left Wales on May 3, and has therefore occupied 113 days on a voyage which should have been completed. As it is, the Helicon is thousands of miles from her destination, and before she reaches Chili—should it be deemed advisable to send her there—she will have circumnavigated the globe. Capt. Christensen, who is feeling the effects of a long battle against adverse weather and anxiety for his ship and crew, informed a reporter on Sunday that nothing but a succession of gales buffeted the Helicon from the time she left the English Channel until she was in the meridian of Cape Leeuwin. The south-east trades were exceptionally fierce, and it was off the coast of South America that several sails were lost. Capt. Christensen found it impossible to weather Cape Horn as he had intended, and was obliged to square away across the South Atlantic Ocean and go "east about." Gales followed gales until the Australian coast was approached, and by that time the larder had become low, and the stock of water short. This state of affairs compelled the captain to bear up for Port Adelaide, and much to the relief of the crew, the anchorage was reached in safety. Capt. Christensen is undecided what course to adopt. There is an element of risk in continuing the voyage with coal which has been under hatches for such a long period; and that aspect will have to be considered.

Chittagong Port.

It appears from the local Government resolution on the administration report of the Commissioners for the port of Chittagong for the year 1913-14 that the ordinary income of the Port Fund during the year (exclusive of the Government grant of Rs. 1,50,000 for the improvement of the Port) amounted to Rs. 2,35,768 against Rs. 2,30,235 of the preceding year. The capital value of the Port Commissioners' properties, including lighthouses, lands, works finished and in progress, stock materials, vessels, cash and securities, etc., was estimated, on the 31st March 1914, to be Rs. 35,17,825 against Rs. 35,38,306 at the close of the preceding year. The liabilities of the Port and Pilotage Funds (excluding the loans from Government for reclamation work) amounted to Rs. 1,06,302. The expenditure of the Port Fund, including that on Reclamation and Dredging was Rs. 2,89,587 as against Rs. 3,46,522. The decrease was due to restricted expenditure and savings in establishment charges and in reclamation work including closing of the bye-channel. No loan was taken by the Commissioners during the year. The outstanding balance of loans for reclamation work was Rs. 5,80,402. The Capital expenditure incurred from the Port Fund was Rs. 7,993. The total value of the trade, both foreign and coasting imports and exports, amounted to Rs. 1,02,650 lakhs as against Rs. 87,984 lakhs in the preceding year, showing an increase of 10.47 per cent. The improvement was under foreign imports, and imports and exports of the coasting trade.

Salt Gabelle Surplus.

The surplus from the Salt Gabelle was handed over to China on the 18th ult. and besides paying the Boxer Indemnity, a sum totalling one million eight hundred thousand taels, the Government has received the useful sum of one and a half million taels.

Oysters, Fresh, Fried or Stewed

Pindon Haddock, Kippers &c.

ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SANDAKAN	Hinsang	Tues., 20th Oct. at noon
SHANGHAI	Yusang	Thurs., 22nd Oct. at noon
SANDAKAN	Mausang	Fri., 23rd Oct. at d'light
SORE, Pang & C'outta	Kumsang	Sat., 24th Oct. at 3 p.m.
MANILA	Loongsang	Sat., 24th Oct. at 3 p.m.
SHANGHAI	Lienshang	Sun., 25th Oct. at d'light
T'SIN via W'wei	Chipshing	Tues., 27th Oct. at d'light
S'hai, Kobe & Moji	Fooksang	Wed., 28th Oct. at d'light
MANILA	Yuensang	Sat., 31st Oct. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing," "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad D'it, Simporna, Tawao, Uaukan, Jesselton and Labuan.
 For Freight or Passage.

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THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE-HOMEWARD.

For	Steamers	Date of Departure.
LONDON	Monmouthshire	4th Nov.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, VVER, S'LE		
TACOMA & PLAND	Glenroy	24th Nov.
VIA HONOLULU		

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
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GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

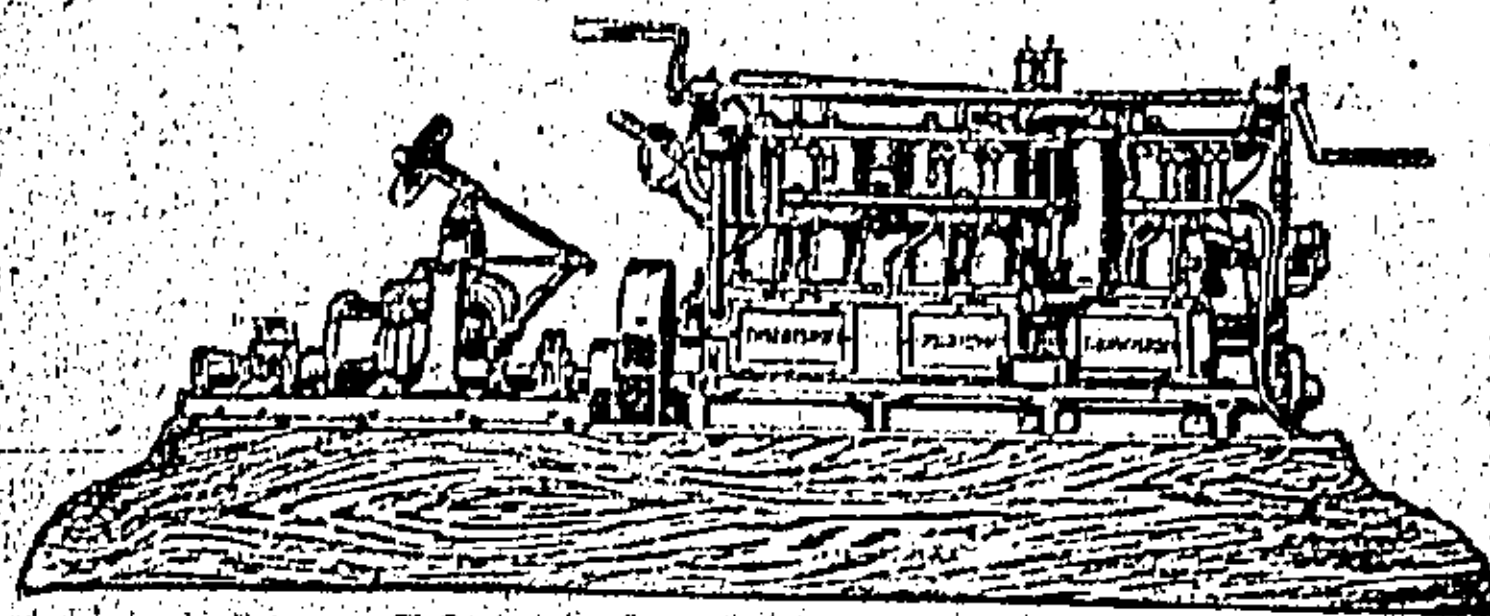
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De-spached.
Marseilles, via Ports	Suwa M.	N. Y. K.	21, Oct.
London & Antwerp	Mon'shire	J. M. Co.	4, Nov.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco & San Pedro	Chiyo M.	T. K. K.	20, Oct.
Victoria, Vancouver & Seattle	Tamba M.	N. Y. K.	20, Oct.
San F'co via Manila & Japan & Co.	China	F. M. Co.	27, Oct.
Victoria, Seattle, Tacoma, etc.	Tacoma M.	O. S. K.	29, Oct.
New York via Suez Canal	Saint Fillans	J. M. Co.	6, Nov.
San Francisco via Shanghai etc.	Hazel Dollar	R. D. Co.	10, Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24, Nov.
South America Line	Anyo M.	T. K. K.	2, Dec.

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	21, Oct.
Australian Ports via Manila	Aldenhun	G. L. Co.	30, Oct.
Australian Ports via Manila	Hitaichi M.	N. Y. K.	18, Nov.

SINGAPORE, COAST PORTS AND JAPAN.

Bombay via S'pore & Colombo	Wakasa M.	N. Y. K.	21, Oct.
S'pore, Batavia, Cheribon, etc.	Banri M.	D. & Co.	22, Oct.
Moji & Kobe	Ceylon M.	N. Y. K.	23, Oct.
Shanghai and Kobe	Colombo M.	N. Y. K.	24, Oct.
Singapore, Mauritius and South			
African Ports			
Bombay via S'pore & Colombo	Salamis	B. L. L.	25, Oct.
Nagasaki, Kobe and Yokohama	Jinsen M.	N. Y. K.	26, Oct.
Swatow, Amoy and Foochow	Inaba M.	N. Y. K.	1, Nov.
Batavia, Cheribon, Samarang, &c.	Haikang	D. L. Co.	Q. desp.
Java	Tijmah	J.C.J. L.	2, half O.
Shanghai	Tijitroom	J.C.J. L.	F. half O.
Shanghai	Tijliwong	J.C.J. L.	S. half O.
Japan	Tijpanas	J.C.J. L.	Q. desp.
Shanghai	Tijmanook	J.C.J. L.	F. half N.
	Tijbodus	J.C.J. L.	F. half N.
	Tjikembang	J.C.J. L.	Q. desp.

TO SAIL

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Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

The s.s. "ATHOLL."

on or about 28th October.

For Freight and further information apply to

DODWELL & CO., LTD

Hongkong, 9th October, 1914

Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. MANOHURIA left Yokohama on the 15th inst. at noon, for Hongkong via Manila. The mails have been transferred to the N. Y. K. s.s. NIKKO MARU, scheduled to arrive at Hongkong on the 22nd inst.

AUSTRALIAN MAIL.

The E. & A. s.s. ALDENHAM left Sydney for this port (via Queensland Ports & Manila) on 29th Sept. and may be expected to arrive here on or about 21st inst.

The A. O. Line s.s. CHANGSHA left Sydney on 1st inst. for Hongkong via Newcastle, Port Darwin, Thursday Island and Manila, and may be expected to arrive here on or about 24th inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU, HOKATA MARU and KAMAKURA MARU have been withdrawn from the service, and their substitutes are not placed.

The Barber Line s.s. CHALISTER left New York for Hongkong via Panama Canal on the 1st Sept. and is due here on or about the 20th Oct.

The Barber Line s.s. SHIMOSA sailed from New York via Panama Canal for Hongkong on the 3rd inst. and is therefore expected to arrive here on or about the 23rd November.

The T. K. K. s.s. ANYO MARU will next leave Hongkong on Wednesday the 2nd December.

The P. & O. s.s. NELLORE left Singapore for this Port on the 18th inst. and is due here on the 24th inst. at about 8 a.m.

TIDE TABLE.

19th Oct., to 25th Oct., 1914.

Day	Month	High Water	Low Water	Mean	Range
19th	Oct.	5.0	1.0	3.0	4.0
20th	Oct.	5.5	1.5	3.5	4.0
21st	Oct.	6.0	2.0	4.0	4.0
22nd	Oct.	6.5	2.5	4.5	4.0
23rd	Oct.	7.0	3.0	5.0	4.0
24th	Oct.	7.5	3.5	5.5	4.0
25th	Oct.	8.0	4.0	6.0	4.0

m morning. n afternoon.

VESSELS IN PORT.

Steamers.

Heijun Maru, Jap. s.s. 1,933, Miyoshi, 20th ult.—Comaran Bay, 16th ult. Coal—M. B. K.

Shinyo Maru, Jap. s.s. 3,664, Okuma, 2nd inst.—Karatsu, 28th ult. Coal—Suzuki & Co.

Derwent, Br. s.s. 1,562, Jenkins, 5th inst.—Salgon, 30th ult. Rice & Gen.—Chinese.

Salabadij, Dut. s.s. 1,237, Liberty, 7th inst. Bulk Paper, 28th ult. Bulk oil—A. P. Co.

Standard, Norw. s.s. 895, H. N. Bull, 6th inst.—Bangkok, 25th ult. Rice—T. & Co.

Tjilimbang, Dut. s.s. 3,013, N. W. Juriana, 8th inst.—Batavia, 30th ult. Gen.—J. O. J. L.

Hinsang, Br. s.s. 1,989, A. C. Kennedy, 9th inst.—Sandakan, 3rd inst. Gen.—J. M. & Co.

Austriana, Br. s.s. 2,579, Bailey, 9th inst.—Cardiff, Coal—Order.

Devawongse, Br. s.s. 1,047, C. N. Shearer, Saigon, 10th Oct. Rice—A. Buno.

Taisho Maru, Jap. s.s. 2,819, T. Ogawa, 11th inst.—Muran, 2nd inst. Coal—M. B. K.

Kelsin Maru, Jap. s.s. 2,601, T. Ushiyama, 11th inst.—Moji, 4th inst. Coal—O. S. K.

Beaverlich, Br. s.s. 2,146, J. Smith, 11th inst.—Moji, 6th inst. Coal—J. L. & Co.

Tamba-maru, Jap. s.s. 3,803, S. Nagasue, 11th inst.—Shanghai, 8th inst. General—Order.

Chiyo Maru, Jap. s.s. 1,880, W. W. Green, 13th inst.—San Francisco, 13th Sept.—General—T. & Co.

Kumohow, Br. s.s. 1,450, Martin, 13th Oct.—Salgon 6th Oct. Rice and Gen.—Man Fat & Co.

Hopsang, Br. s.s. 1,359, O. A. Robertson, 13th inst.—Bangkok via Heilow 3rd & 10th inst. Rice—J. M. & Co.

Yuensang, Br. s.s. 1,135, G. J. Tough, 13th inst.—Manila, 6th inst. Gen.—J. M. & Co.

Hild, Norwegian s.s. 714, G. Jensen, 13th inst.—Bangkok, 3rd inst. Rice—Chinese.

Chitdar, Norwegian s.s. 1,104, H. Nielsen, 14th Oct.—Bangkok via Swatow, 13th Oct. Rice—Therensen & Co.

Daljin Maru, Jap. s.s. 900, K. Murakami, 14th Oct.—Tamsui via Amoy, Swatow, 13th Oct. Gen.—O. S. K.

Hanyang, Br. s.s. 1,207, Puckett, 14th Oct.—Bangkok & Heilow, 13th Oct. Rice & Gen.—B. & S.

Malta, Br. s.s. 1,588, G. W. Cookman, R.N. 13th Oct.—Bengal, 25th Sept. Gen.—P. & O. S. N. Co.

Nordnaes, Norw. s.s. 1,870, A. Angelsen, 14th Oct.—Fromstad, 2,100 tons of sandalwood—Bradley & Co.

Hong Bee, Br. s.s. 2,056, 14th Oct.—Singapore, 8th Oct. Gen.—Chinese.

Kumsang, Br. s.s. 2,077, F. Wheeler, 14th Oct.—Moji 8th Oct. Coal—J. M. & Co.

Mausang, Br. s.s. 1,644, R. A. Mathews, 15th Oct.—Sandakan, 9th Oct. General—J. M. & Co.

Fukin Maru, Jap. s.s. 3,037, Chesaki, 15th Oct.—Moji, 6th Oct. Coal—M. B. K.

Chingchow, Br. s.s. 1,195, J. Doyle, 15th Oct.—Kwangyao, 13th October, Cement stone—S. T. Co.

Haimun, Br. s.s. 641, A. H. Stewart, 16th Oct.—Swatow, 15th Oct. Gen.—J. L. & Co.

Phoumpen, Br. s.s. 1,623, W. O. Bird, 16th Oct.—General—Wo Fat Shing, Rice & General—A. 4,345, Henderson, 15th Oct.—New York and S'pore, 8th Oct. Oil—S. T. & Co.

Chinhu, Br. s.s. 1,337, Finlayson, 16th Oct.—Manila, 13th October, Gen.—B. & S.

Loksang, Br. s.s. 973, D. W. Ritchie, 16th Oct.—Honkoku, 12th October, Salt—J. M. & Co.

Saikai Maru, Jap. s.s. 2,423, T. Hayashi, 16th Oct.—Milke, 10th October, Coal—M. B. K.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"SAINT FILLANS"

will be despatched as above on 6th November.

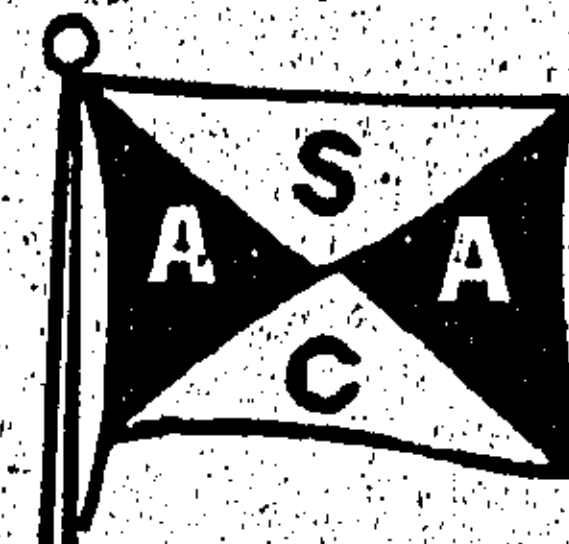
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JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914.

General Agents.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports & Panama Canal.

For freight or information apply to

Hongkong, 24th September, 1914.

SHEWAN TOMES & Co.
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Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE (BREADTH)	DEPTH OVER BILGE AT ORDINARY SPRING TIDES	RISE OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	700	150	10	9' 6"
No. 2 Dock, Kowloon	371	75	18	9' 6"
No. 3 Dock, Kowloon	254	75	14	9' 6"
Patent Slip, No. 1, Kowloon	290	60	14	9' 6"
Patent Slip, No. 2, Kowloon	290	60	14	9' 6"
TAI KOW TUN				
Compassing Dock	454	31	10	9' 6"
Iron Dock	420	31	10	9' 6"
LAUNCH DOCK	223	24	10	9' 6"

HEAL OFFICE: KOWLOON.
Telephone No. 1 K

Please Address Enquiries to the Chief Manager.

R. M. DYER, S.S. M.J.N. Tawloo Dock, Hongkong.

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Telephone No. 28, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, MONDAY, OCTOBER 19, 1914.

TO-DAY'S ADVERTISEMENT.

LEASK.—At 145 Peak, Hongkong on the 19th inst. to Mr. & Mrs. W. Laughton Leask, a son.

PRINCE OF WALES' FUND.

Special Dinner at the Grand Hotel.

On Saturday a special subscription dinner, in aid of the Prince of Wales' Fund, was held at the Grand Hotel, and was, in every way, a brilliant success. The amount realised by the sale of tickets was \$250, including the sum of \$53.53 which was collected during the evening by the baby of the establishment who, prettily dressed as a geisha girl, went from table to table selling picture postcards. The menu was an exceedingly good one, and during dinner the hotel string band went through a fine musical programme which was duly appreciated. The decorations of the hotel were on a large and elaborate scale, pictures of the King and Queen, King Albert, the Czar and President Poincaré, together with those of Earl Kitchener and General French occupying prominent places.

After dinner an informal concert was given downstairs, songs being contributed by Messrs Palmer (comic), Haylock (character)—accompanied by Mr. A. B. Hearne—Latorena and A. J. England, all of whom met with tremendous and well-deserved applause.

NORTH-CHINA INSURANCE CO., LTD.

The report of the directors for the period ended June 30, 1914, states that the balance at credit of the 1913 account is Tls. 285,234.40 and, after deducting an interim dividend of 12½ per cent aggregating Tls. 47,113.72 paid on May 1st, there remains a sum of Tls. 237,570.68 which the directors recommend should be appropriated in the following manner:—A final dividend of 12½ per cent on the paid-up capital, making 25 per cent for the year; a bonus of 15 per cent upon contributory premium; \$10,000 transferred to sterling reserve, bringing that fund up to \$160,000; and the balance to be transferred to underwriting reserve account, closing the account for 1913.

The balance at credit of working account to June 30, 1914 amounts to Tls. 304,968.60.

ALLEGED GANG ROBBERY.

Four Chinese Charged at the Sessions.

At the Criminal Sessions, before Mr. Justice Gompertz, this afternoon, Shing Muk, Wong Ki-on, Lau Tung and Lau Fung were charged with being concerned in a robbery by two or more—gang robbery.

The defendants pleaded not guilty.

The Crown Solicitor, Mr. P. M. Hodgson, prosecuted the prisoners being undefended.

The case for the prosecution was that the men attacked a house in Ng In Tau village, Kowloon Old City, and committed a robbery. To prevent their entering one room, a woman stood with her back to the door, but was stabbed in the back with a knife which was thrust through the door.

The jury returned a verdict of guilty against two of the prisoners, and not guilty with respect to the others, who were discharged.

The guilty prisoners were sentenced to five years' hard labour each.

MEDICAL MISSIONS.

Christian Compassion versus Nietzsche's Philosophy.

Yesterday was Hospital Sunday at St. John's Cathedral, and the services were appropriate to the occasion.

The Bishop of Victoria was the preacher in the morning, and he chose for his text, "Luke, the beloved physician, and Demas salute you."—Col. iv. 14. He remarked that the latter was a sad warning. After being a fellow labourer of St. Paul, he forsook him through love of this present world. That was the cause of many in every age forsaking their religion. Kéble, in "The Christian Year," has a beautiful poem on Demas and Luke. In the second imprisonment of the Apostle he needed all his friends.

But only Luke is with him now:—

Alas that even the martyr's cell

Heaven's very gate should

For the false world's seducing spell.

'Tis sad but 'tis well, be sure

We on the sight should muse awhile

Nor deem our shelter all secure

Even in the Church's holiest aisle.

Vainly before the shrine he bends,

Who knows not the true pilgrim's part:

The martyr's cell no safety lends

To him who wants the martyr's heart.

St. Luke, on the other hand, is a bright example. It is unusual for St. Paul to mention the profession of his companion, but he carefully says "Luke, the beloved physician." Presumably St. Luke was a help to him in his sickness and infirmity, for the Apostle was not like some modern faith-healers and others who deprecate the use of means for the health of his body. He who exhorted Timothy to take wine for the sake of the infirmities would gladly take St. Luke's medicine. There are incidental traces in the Gospel of St. Luke and the Acts of the author's medical knowledge. Sometimes technical terms are used. He gives some details of miracles of healing and is careful to omit the reproach to the medical faculty in the case of the woman who suffered much and spent her all in vain. He emphasises the teaching of Christ that it is the duty of His followers to care for the sufferers, the weak and the erring. He alone records the parables of the lost piece of silver, the prodigal son and the good Samaritan. Of this aspect of Christianity we must never lose sight. The favourite symbol for the Christ is not a great King at the head of a vast Army going forth to conquer, but a tender shepherd caring for the wounded, seeking the lost and carrying the lambs. His Church must never forget that the strong ought to bear the infirmities of the weak. Her mission is not to please herself, but to deny herself to care for others. The nations of the earth are still a long way from this ideal—hence our present troubles.

The Bishop of Winchester

has an excellent article in the September *Contemporary Review* in which he asks—"What is the lesson written in letters of blood across the European sky but this: that an international system which is with thin disguises and faint qualifications frankly selfish, is one which must founder at last in catastrophe and wreck? The doctrines of Nietzsche, we are told, with the worship of self-assertion and self-reliance and force, have had much to do with stimulating that form of German temper which we are shedding our life's blood to resist and through which (it is one of the possibilities) God may

be fashioning "a rod of His anger" to make us know what may come of all our strength and science and culture built up into a power which knows no law but its own will, no principle or restraint but its own interest and advantage—before it too comes into judgment in its turn."

Dr. Weeks, Vicar of St. John's, Lowestoft, gives a summary of Nietzsche's teaching in the *Record*. His tenets appear to be: (1) The world is utterly without any moral goal or purpose. (2) It must be the object of all intellectuals, then, to effect a purpose for the race, which purpose he posits as the production of the Superman, a being who shall be as greatly superior to the man of the present as he is to the ape. The features of life which are to find their fullest development in the Superman are essentially appropriation, injury, conquest of the weak, suppression, severity. The supreme thing in life is the will to power. Where Darwin placed the struggle of existence, Nietzsche placed the struggle for power. He pours scorn upon all the finer feelings of humanity—pity, truth, unselfishness, honour. "Be not considerate of thy neighbour. Pity is a waste of feeling, a moral parasite which is injurious to health. A man loses power when he pities." Nietzsche preaches to us the necessity of becoming hardened, of inflicting suffering, of being able to witness the most terrible suffering with serenity, nay with joy. He tells us that the great man, the truly great man, is not he who is full of sympathy for his fellows, but he who is capable of inflicting the cruellest suffering without heeding the cries of his victim. The greatest crime of life is sympathy. Naturally one who can advocate such a "philosophy" will glorify and urge war. "War and courage have done greater things than all your love to your neighbour."

(3) Every religion, every code of morals, every system of politics which would oppose such teaching must be swept away. Broken Treaties, ruined cities and barbarous cruelties are the natural outcome of such a philosophy, but we as Christians must seek to overcome evil with good. We must do all in our power to manifest compassion for the weak and the sick and the suffering, regardless of their race or nationality.

The Bishop referred to German missions of philanthropy, which were in spite of the teaching of the German philosopher, and he hoped that such missions as those in this Colony to the blind and the foundlings would not be allowed to languish, even if supplies from Germany for a time were not forthcoming. But his special appeal was for two British charities. At the Church Missionary Society Medical Mission at Pakhoi, three doctors, two nurses and numerous other helpers were devoting their lives to healing the sick. The leper hospital has always some hundred and twenty inmates whose gratitude was unbounded and reception of the Christian hope and inspiration was manifest to all. The London Mission hospital owes their buildings to a great extent to the late Sir Kai Ho-kai. Last year alone 1,600 in-patients and 15,000 out-patients were treated and hundreds of successful surgical operations performed. We appreciate these tokens of Christian love none the less because they are not done in connection with our section of the great Church Universal. These two institutions as beloved physicians salute us. Shall we not return the salutation and by say a self-denying and generous collection (however attenuated our resources and urgent our other claims) that we bid them continue their work of Christ-like compassion?

WAR ITEMS.

A Serang's Story.

Calcutta, Sept. 20.

The lascar crew of the "City of Winchester" arrived here on board the "Fooksang" from Singapore. They state that the "Königsburg" met the vessel a few hours from Aden. At 8 p.m. the vessel was accompanied by another which the serang believed to be a Hamburg-America liner. This liner took away most of the European officers except three, who remained with the lascars to reassure them. The cruiser left the "City of Winchester" anchored at 6 a.m. near Kurini Island, after taking what it wanted. Three days after, she returned; then removed the lascars, fired seven shots at the vessel. Two hours later the Indians were transferred to the Hansa liner "Goldenfels" which took them to Sabang. A Dutch vessel later took them to Singapore. The serang states that the "Goldenfels" passed the "City of Winchester" twenty-four hours after the bombardment. She was still aloft with her bulwarks six feet above water.

The Allies' Objective.

Allahabad, Sept. 20.

The *Pioneer's* London correspondent cables: The Exchange Agency's correspondent at Bordeaux interviewed German prisoners who gave their ages as 15½. They declared that all students at school over 15 had been mobilised. There was some uncertainty as to whether the Germans mean to make a real stand on the present line, or merely to hold the present while their impediments get well away, and some reorganising is done. There is also some speculation as to whether the Allies will attempt a turning movement with the left, or continue to force the Crown Prince northward, with the right, where every advance reduces the length of the frontier open for the German retreat. The *Times's* Paris correspondent says the French have ample forces at their disposal to carry on the attack. General Joffre's use of the railway system to concentrate huge reserves, and throw them where required has largely aided the Allies' offensive. The Paris-Marseilles railway is at present monopolised by the military.

"Well Done, Carmania!"

London, 20th September.

The Press Bureau states that the British auxiliary cruiser "Carmania" engaged the German merchant cruiser, *Capt. Trafalgar*, of Hamburg, on the South American coast. The German vessel capsized and sank after an action lasting an hour and three-quarters. A collier rescued the survivors. The "Carmania" had nine killed and twenty-six wounded. The "Carmania's" opponent carried eight four-inchers, and pom-poms. No officer was hit.

Mr. Churchill has telegraphed to the captain of the "Carmania": "Well done. You fought a fine action to a successful finish."

The "Carmania" is a Cunard liner. *Reuters's* correspondent at Buenos Aires says that the "Cap Trafalgar" is a new nineteen thousand ton liner.

Indian Army Reserve.

Simla, Sept. 23.

Non-Official Europeans in India under thirty-five years of age are invited to join the Indian Army Reserve of officers, which is being increased. Selected candidates, if called out, will be at once given the outfit allowance and Indian Army pay of their rank and will be attached to Indian Units for training, taking their chance, when trained, of going on service with other officers, with the chance also of receiving permanent commissions in the British or Indian army.

THE PEOPLE AND THE WAR.

Interesting Comments by "Truth."

The following is from *Truth's* Sept. 2:—

There seems to be an impression abroad that the country needs rousing to a sense of its dangers and duties. I rather doubt whether this is the case, though the response to the "call to arms" up to the present time does not promise the very speedy raising of an army of 500,000 men. The petulant talk about apathy, ignorance, and lack of patriotism comes mostly from excited busybodies who make railing accusations in letters to editors against all who are not as visibly excited as themselves. There is an intense interest throughout the country in all that is going on, and there is a sense of uneasiness, not to say fear, which is quite as widespread as is desirable. But no doubt there is need of more definite education as to what we are fighting for and what we may all have to do and go through before we shall gain our end. The Prime Minister is therefore right in declaring that the time has come to stimulate and organise public opinion and effort "in the greatest conflict in which our people have ever been engaged." The public meetings he has proposed in England, Scotland, and Ireland are steps in the right direction. They should be followed by an organised campaign on the part of all who have the ear of their neighbours and the ability to instruct them. We want the same sort of movement that is carried on periodically, regardless of expense and convenience, for the purpose of inducing voters to go to the poll and vote for Mr. Black or Mr. White. The machinery for that purpose is ready to hand. The members of Parliament and the would-be members who control it have an unprecedented opportunity of using it for a national instead of a party purpose.

But if the desired effect is to be produced, the message addressed to the people must be the right one, and it must be delivered in the right way. Up to the present there has been no intelligent attempt of this nature. What the people understand about the significance of the war for themselves—and no doubt most of them have a pretty accurate understanding as far as it goes—has been arrived at by their own unaided intelligence. What efforts they have made have been the outcome of pure patriotism. It is necessary to remember that the people of this country have been taught by long experience that they are in no vital danger as long as our fleet holds the seas, and that the last month has given a striking demonstration of the powerlessness of our present enemies to a state of fear since the dawn of this new century. It has stifled the aspirations of democracy in Great Britain, France, and most of all, in Germany itself. That is what it has done in twelve years of armed peace. We have now had it revealed to us in war, the end for which it exists. We see and we shudder at its ferocity, its brutality, its ruthless savagery. Civilization itself is threatened by the existence in Europe of a power capable of the things that have been done in Belgium since the Germans broke into that unhappy country—things that will be done again in France and England as soon as Germany has the power and considers it necessary to do them. Unless among us we can disarm and subdue this lawless devilry we are better dead. So every man thinks in France, so every man will think in England as soon as he understands the issue.

approach him as a reasonable being through his understanding and his deep convictions. In that way you will not approach him in vain. The people of this country have as strong a sense of community of interest and mutual dependence as any in the world, and are as capable as any of heroic sacrifices in a cause which they understand. They are all of the same flesh and blood and spirit as our soldiers and sailors who are bearing themselves so bravely on land and sea. They will not fail to respond to any call of duty when it strikes the right note, but they will not dance if you pipe to them in the wrong tune. Lord Derby has picked up 3,000 volunteers in a few days among a limited class in Liverpool. What he has done a hundred men could do in a week if they went to work the same way. This does not apply to recruiting alone. It applies to everything that we must expect of the people "in the greatest conflict in which our people have ever been engaged"—patience under suffering, co-operation in common duty, immovable determination to do or die.

It does not seem worth while to argue on platforms or in print about the rights and wrongs of our declaration of war. Those who are capable of understanding that question have probably made up their minds about it by this time; and the question becomes an academic one when you have become involved in war and cannot get out except on the enemy's terms. The two things that really require to be understood by every citizen if he is to bear himself rightly in such a crisis are, first, what we all stand to lose by defeat; secondly, what we all stand to win by victory. It is easy enough to see and explain that what we stand to lose is not only the security we now enjoy, but all security for our future existence as a nation, for that must be the result of the disarmament of France, the conversion of Belgium, and practically Holland, into a German province, and of Rotterdam, Antwerp, Ostend, and Calais into German ports. But what we stand to gain is less obvious, and it is this that has the strongest appeal for all that is best in our people, for all who look with hope to the future of democracy in Europe. The prize offered to us in this war is not territory, nor power, nor glory, but liberty. We are fighting not only for our future existence as a free people, but for our deliverance now from a tyranny which we have felt already, the intolerable tyranny of militarism that has been riveted upon Europe by Prussia. We have borne the burden of this tyranny for years, though our share of the burden has been a trifle by comparison with that which has fallen on our neighbours. It has rested upon rich and poor in an ever-increasing load of taxation. It has compelled all Europe to live in a state of fear since the dawn of this new century. It has stifled the aspirations of democracy in Great Britain, France, and most of all, in Germany itself. That is what it has done in twelve years of armed peace. We have now had it revealed to us in war, the end for which it exists. We see and we shudder at its ferocity, its brutality, its ruthless savagery. Civilization itself is threatened by the existence in Europe of a power capable of the things that have been done in Belgium since the Germans broke into that unhappy country—things that will be done again in France and England as soon as Germany has the power and considers it necessary to do them. Unless among us we can disarm and subdue this lawless devilry we are better dead. So every man thinks in France, so every man will think in England as soon as he understands the issue.

THE FRENCH CONVENT.

Lady May Opens the Sale of Work.

Dexterous fingers have been diligently working in the French Convent since the sale of work at the City Hall, last year, and those who laboured so assiduously during that period have compensating satisfaction in looking at the daintily arranged stalls which display the articles to be sold at the sale of work held at that well-known school, this morning, and graciously opened by Lady May. At 10.30, a band of willing helpers was in attendance, along with the sisters, to welcome Lady May and to charm visitors into making purchases with a view to replenishing the funds of the institution, which caters for between three and four hundred parentless children of many nationalities.

Owing to the war, the annual sale of work was not held in the City Hall, this year, as is the custom, but the Convent is spacious enough to allow of the stalls being fitted up there without any inconvenience. On looking at the array of well-made and tastefully designed articles one was impressed by the absence of those things bereft of utilitarian value which one so often sees at efforts of this description, every article serving a useful purpose and having a real worth. There were seven stalls, including the refreshment buffet, and the service at each of them was such that no customer was left unsatisfied. At the refreshment stall were Miss May, Mrs. Bird, Mrs. L. G. Bird, Miss Cunningham, Mrs. Looker, Mrs. Loele, Miss Baker Brown, and Mrs. Sutherland. To Messrs. Weismann's Cafe Co., Lane, Crawford and Company, A. S. Watson and Company and the Dairy Farm, the Convent is very thankful for their generous gifts.

At the stall numbered 1, there were Mrs. Matland, the Misses Gordon, Mrs. Paul Hodgson, Mrs. Henriksen and Mrs. Bishop.

Other stallholders were:—No. 2. Misses Liebert, Mesdames Hoskyns, Tisdall and Holyoake. No. 3. M. and Mlle. Thomas, Mrs. Blanch, Mrs. Grant Smith and M. de Abaldia.

No. 4. Mrs. Hancock and Mrs. Leele.

No. 5. Mrs. Pollock and Mrs. Anderson.

No. 6. Mrs. Stedman, Mrs. Black, Mrs. Sanders, Mrs. Forsyth and Mrs. Lindsay Wood.

The sale of work will not conclude until 7.30 this evening and by that time it is hoped the receipts will prove that, despite the commercial situation at present, the Convent was well advised in holding the annual sale of work.

There could not be a finer opening than this for any orator who desires to kindle national enthusiasm. No doubt Mr. Asquith—and still more Mr. Lloyd George, who has beyond other politicians the power of gripping the hearts of the people—will make the most of the opportunity when they come to open their mouths. But I think that they will succeed best if they declare at the outset the intention of the Government to make no peace except on the basis of disarmament; not the disarmament of Germany alone, but disarmament all round. That may not be an easy thing to arrange, but it can be done if the people insist upon it, and the people of France will be as ready to insist upon it as our own. Not only this, it will appeal to the people of Germany also, and in doing so will facilitate the conclusion of peace—a peace such as has not existed in Europe before. This is the prize of victory offered to us. We are engaged in the greatest conflict of our history, and the conflict in which we have most to lose; but it is also the conflict in which we have most to gain.

Commercial.

Indian Mines.

The Chief Inspector of Mines in India has just issued his Report for the year ending 31st December 1913. It is explained that the Report does not include data relating to quarries under 20 feet deep, nor data relating to mines in Mysore, both of these sources which would add considerably to mining figures. Much of the Report is taken up with details of accidents, which seem to have been worse than usual in the year under Report. The expansion in mining will be seen from the fact that during the year the number of workers increased by 1032 per cent, rising to the average of 181,200, this increase being of course due wholly to increased activity in the Bengal and Bihar coal mines where complaints are becoming common of a shortage of labour, more particularly in the Raniganj area. In the Morghera mines in Assam this difficulty is chronic, and they are now having to do the best they can with Nepalese and Chinese recruits who are troublesome to work with as they do not know the Indian dialects. In Tavoy this trouble is still more acute because nearly all the underground workers are Chinese. At the Kalichada mica mines, Nellore, the good idea seems to have struck some one of settling 1,500 persons belonging to a criminal tribe, who seem to have solved the labour difficulty in a way, though not quite to the satisfaction of their employers. We commend the idea to those who make the excuse of shortness of labour when they can no longer complain of the shortness of wagons. The increase in coal output corresponds very nearly with the increase in the labour force; the percentage of increase is 10.27, the total output is 15,488,318 tons and the net increase over the figures of the previous year is 2,441,050 tons. The percentage of increase in 1912 was 10.56 and the drop is attributed to the flooding of several of the mines, some of which have not yet been dewatered and will show reduced outputs for 1914 as well. A note of warning is given regarding the Jherial field, where deep borings are revealing the ugly fact that the best seams deep down have been burnt by igneous intrusions. The one province in which the output of coal decreased during the year was Assam where the labour difficulty is held responsible for the result. The output of mica reached 43,050 cwts, which was slightly above that of the previous year; and of the prospects of this industry, generally, it is said that deeper and more systematic working is making it clear that deposits are not confined to the surface, so that confidence is being established and capitalists are being encouraged to make permanent provision for the future; moreover, the expansion of the electrical industry will secure a good future for this mineral. Manganese continues to have an uncertain future. The output of the year rose largely but remains below that of 1907, and very high ocean freights interfere with real expansion. Gems come only from the Mogok mines in Upper Burma and cannot in any sense be said to be booming, since output was 13.78 per cent. less and the market has fallen both in demand and in prices. Some gold is mined in the Anantapur district of Madras which this year produced 11,019 ounces, that is, 51.50 per cent. more than the year before. A valuable and promising mineral is wolfram, used for armour plate steel and in tungsten filaments. The Tavoy district in Lower Burma with its output of 27,250 cwts. is now the largest producer in the world. Up till now only one large capitalist has been interested in its mining, but the industry has begun to attract attention and there are indications of its development. Chromite, another mineral used in the production of specially hard steel, is mined in the Zhab district from which the output this year was 3,414 tons against only 3 tons in the year previous.

Japanese Copper.

Japanese copper mine owners, says the *Mainichi*, are refusing to part with their holdings at the

low prices now prevailing, and will not even sell ore, as they are firmly convinced that immediately after the war there will be a great demand for copper. Y33 for 98 per cent. copper they expect to be the lowest price on the reopening of the London market. In the present state of the market in Japan it is difficult to get more than Y31.50 even from customers buying small quantities for pressing requirements. There is no standard price, and the market is so weak that Y30 is considered a difficult price to maintain. The Mitsui Bishi is buying ore at a rate equivalent to Y28.50 for copper. It is believed that the refusal to part with stocks will only result in the end in increasing the congestion of the market. Recently 1,000 tons were sold on a Russian order, and if there is a repetition of such orders the situation will be relieved. The belief prevails, however, that the mine owners are a great deal too optimistic regarding the demand to be looked for after the war.

The Tea Trade and the War.

The *Economist* of August 22 states:—A proclamation issued this week has modified in some important directions the restrictions imposed by the original proclamation on the export of articles of food. Tea was among the articles coming under the original ban, but this week's proclamation authorizes the resumption of exports of "tea in packets, tins, and small packages, and labelled ready for retail sale." This concession is a small one, and the tea trade is still suffering under drastic restriction, the hardship of which has been pointed out by the *Financial Times*. As our contemporary suggests, there is little danger of a shortage of tea in Great Britain, for stocks are high and further shipments are on their way. There is no apparent reason, therefore, why the customers in South Africa, South America, Canada, the United States, and other countries should not be allowed to receive tea from Great Britain, much of which has already been paid for. Leaders in the trade are bringing pressure to bear upon the authorities, and it may be hoped that the restriction will be removed as soon as possible.

The Vintage of 1914.

A recent issue of the *Wine Trade Review* remarks:—"It seems tolerably certain that, as regards the French wine trade in general, the effects of the war will not be disastrous as far as can be seen at present. It is even possible that it may have a favourable influence, other things being as anticipated, since, from the point of view of the merchant, the 1914 vintage will have the additional prestige of the 'war year.' It may be said at once that there is every reason to anticipate a vintage above the average in quantity and, granted reasonable assistance from the weather, of exceptional quality. The situation in respect of stocks at the beginning of the war is very good."

India's Trade With Germany.

Simla, 21st September.—A very interesting memorandum relating to the Trade of India with Germany and Austria-Hungary by Mr. G. Findley Shirras, Director of Statistics, is published. It shows that India's total trade with Germany and Austria last year amounted to no less than £33,000,000. The chief articles which Germany sends to India are synthetic indigo, aniline and other dyes, cutlery, hardware, machinery, wool manufactures, paper, and glassware. The principal articles she receives from India are hides, jute, grain and seeds, raw cotton and teak. The chief Austrian imports into India are glassware, haberdashery and millinery, matches, sugar, hardware and paper. She takes in return chiefly hides, indigo, rice, raw cotton and jute.

The Cotton Trade.

There is no change in the American cotton position. The local cotton market remains practically unchanged; arrivals of new cotton are, however, poor. A very small business was done in Indian yarn; and the Japanese yarn market was also not active. Owing to the comparatively large purchases made during the previous weeks, business in local mill yarn was very limited. There was a slight increase in the quantities offered at the piece goods auctions. The position on the whole was not unsatisfactory.

NOTICES

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A Lucky Chance.

Twenty years ago an American missionary in Shantung, China, brought to his mission station, when returning from his furlough in the United States, a quart of California peanuts, which he gave to a native convert as seed to replace the poor shrivelled native peanut which possessed little or no marketing qualifications. To-day this quart of peanuts has spread all over Shantung province, resulting in giving to these people an export trade in this article of 150,000 tons a year. In the fiscal year 1914, ending June 30, the value of peanuts exported to the United States was Yen 3,798,471.

CONSIGNEES

RUSSIAN VOLUNTEER FLEET.

NOTICE TO SHIPPERS.

The Russian Volunteer Fleet, Hongkong Agency, hereby beg to inform the Shippers of cargo per s.s. "Koursk" left Hongkong on the 24th July bound homeward, that according to the telegram received from the Colombo Agency, all cargo destined to the ports beyond Colombo has been discharged from the s.s. Koursk at Colombo and stored into the Customs Warehouses uninsured by the Government.

The Shippers desiring to insure their cargo must address themselves to the Russian Volunteer Fleet Agent and H.R.M.'s Vice-Consul at Colombo, Mr. B. P. Kadomtzeff direct or through the local Agency of the R.V.F., Capt. D. A. LUKHMANOFF, Agent at Hongkong.

CONSIGNEES

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NOTICE

s.s. "CHILI"

Consignees of Cargo from London ex s.s. "Medoc," "Basque" & "Bosphore."

Consignees of Cargo from Havre ex s.s. "Basque."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 17th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst. or they will not be recognized.

All damaged packages will be examined on the 17th October, 1914 at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 10th October, 1914.

PUBLIC COMPANIES

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the matter of the Companies Ordinance 1911 and In the matter of the Hongkong Fire Insurance Co., Ltd.

NOTICE is hereby given that a Petition was on the 20th day of August, 1914, presented to the Supreme Court of Hongkong by the above named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 4th day of June 1914 and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 30th day of June 1914 and which Resolution runs as follows:—

"That the provisions of the Company's Memorandum of Association with respect to 'its objects be altered so as to read as in the Print signed by the Chairman of the Meeting for the purposes of 'identification.'"

And notice is further given that the said Petition is directed to be heard before His Honour Mr. Henry Hussy Johnston Gompertz Acting Chief Justice of the said Court on Wednesday the 21st day of October 1914 at 10.30 o'clock in the forenoon and any person interested in the said Company whether as Creditor policy holder or otherwise desirous to oppose the making of an order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned the Company's Solicitors on payment of the regulated charge for the same.

Dated the 21st day of August, 1914.

DEACON, LOOKER, DEACON & HARSTON,
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NOTICES

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TIME TABLE.

WEEK DAYS.		
7.00 A.M. to 8.00 A.M.	EVERY 15 MIN.	10 MIN.
8.00 A.M. to 9.00 A.M.	10 MIN.	10 MIN.
9.00 A.M. to 10.00 A.M.	10 MIN.	10 MIN.
10.00 A.M. to 11.00 A.M.	10 MIN.	10 MIN.
11.00 A.M. to 12.00 P.M.	10 MIN.	10 MIN.
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A BRITISHER'S LETTER.

Manila as a Coaling Station
for German Ships.

The following appeared in the Manila Daily Bulletin, addressed to the editor:—

Manila, Oct. 3, 1914.

There can be little doubt in the mind of any reasonable man in the Philippines that ever since the outbreak of war in Europe the port of Manila has been used as a coaling station by Germany. Ever since the beginning of hostilities this port has been the refuge of German ships. There can be no objection to this, but there are serious objections to their movements subsequent to their arrival here. Almost without exception these vessels came into port with general cargo—that is to say, they were not coal ships. They were not originally destined for Manila, but put in here to avoid capture; and in the ordinary course of events they would tie up until they felt it safe to resume their journey. Did they tie up?

As soon as they dropped anchor negotiations were under way between them and a local German firm for transferring their general cargo. With feverish haste they were loaded with coal for some mysterious port, and apparently without the slightest investigation they were cleared by the local port authorities. Shortly after their departure the news is received in Manila that German ships of war in oriental waters are sinking British merchant vessels, at least six British vessels being sunk by one German cruiser, the Emden.

Now, a great many Americans, as well as Englishmen and Frenchmen, are curious to know why these German merchant ships were permitted to leave with munitions of war to be used in destroying British ships—cargoes of coal are munitions of war, for without coal the German cruisers would be useless. Has anyone so little respect for the intelligence of the local port authorities as to imagine that they believed the statements of the captains of these vessels as to their destinations?

Take, for instance, the case of the steamer Elmsborn. Her captain appeared before the port authorities and stated that he desired to clear for Bangkok with 5,000 tons of coal. It is ridiculous to suppose that the authorities believed that Bangkok was really the destination of the ship—if they did believe such a tale it would be proof that their minds are "still in the cradle," and that they were not fitted to hold a position in a pretzel factory, much less a position of responsibility in the government. But they did not believe it. While knowing the captain's statement was false, they evidently took the stand they had no right to question the sworn statement of the shipmaster.

Now, the question presents itself. Have the local port authorities the right to question such a statement from the captain of a ship of one of the belligerent nations? The writer believes emphatically that they have the right—not only the right, but that it is their urgent duty to make every effort to satisfy themselves of the truth of such a statement before the vessel be

cleared. The very existence of several European nations is now swaying in the balance, and all American port authorities have explicit instructions, direct from the president of the United States, to use every precaution to maintain strict neutrality during this awful cataclysm in Europe; failure to do this might plunge America into the most terrible war in history.

Did the local port authorities take any steps whatever to satisfy themselves as to the true destinations of the various German ships that have been permitted to rush coal from Manila to the assistance of German warships? It is plain that no such precautions have been taken. In the case of the steamer Elmsborn, for instance, why did not the authorities require the captain to produce his charter from Bangkok? Why was the captain not required to produce a confirmation of the charter, signed by the American consul at Bangkok? Neither of these requirements would have been unreasonable at this time, the most critical moment in human history.

Now comes the Australian government with a note to Messrs. Madrigal & Co., the local coal merchants, stating that no more coal will be permitted to leave there for Manila. This action of the British authorities was to be expected; similar action will undoubtedly be taken by the Japanese government. The British are not at present in the business of supplying munitions of war to the Germans.

No one can blame the local German firm for their activity in the interests of their country—rather they are to be applauded for their courage in doing what Americans or any other nationals would try to do in similar circumstances. They have "put one over." But who is to blame for the recent destruction of costly British ships and their cargoes in oriental waters? And upon whom will rest the responsibility for the imminent coal famine, with its consequent disastrous interruption of local business?

If there is anything in the reputed fairness of the American government, these questions will be answered.

A BRITISHER.

Revolutionists in Shantung.
A report has reached me, says a writer in the Peking and Tientsin Times, to the effect that a well-known revolutionist has been captured at Weihai. It is said that proof has been secured that he was a direct representative of Dr. Sun Yat Sen and other revolutionary leaders, and was endeavouring to persuade the people of Shantung to rise against the government. He is to be sent to Tientsin, where he will be tried.

SILIMPOPON COAL. BUNKERS

can be supplied at cheap rate

SANDAKAN & SEBATTIK
(British North Borneo).
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

IT IS WHAT YOU GET MORE
THAN WHAT YOU PAY. THE
DOUBLE STRENGTH MEANS
DOUBLE VALUE.

LOTUS MOKHA
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

RUTTONJEE & SON.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the Public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong Canton & Macao Steamboat Company.

UNTIL FURTHER NOTICE THE NAMES OF THE VESSELS BY WHICH MAILS ARE FORWARDED WILL NOT BE ADVERTISED IN THE MAIL NOTICES.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILE IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CROATIA OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR AUSTRIA CAN BE ACCEPTED FOR POSTAGE.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPT, IS RESUMED FOR ORDINARY PARCELS ONLY—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, SWITZERLAND AND (LYBIA) TRIPOLI.

The American Mail, ex China, is scheduled to arrive here to-day.

The mail from London (via Siberia) of Sunday the 20th ult., is due to arrive here on Wednesday, the 21st inst.

The American Mail ex Manchuria is scheduled to arrive here on Thursday the 22nd inst.

The mail from Europe is expected to arrive here on Thursday the 22nd inst.

A late mail for Swatow Amoy & Foochow will in future be closed or closed steamers 20 minutes before each steamer sails. Ordinary correspondence will be received after the regular mail has closed at the side "west entrance" of the G. P. O. in the lane off Des Voeux Road.

War risks are not covered by postal registration or insurance.

The service to Tientsin is suspended.

MAILS DUE.

Siberian, 20th inst.
American, 22nd inst.

MAILS CLOSE TO-MORROW.

Sandakan, 20th Oct. 10 a.m.
Saigon, 20th Oct. 10 a.m.

Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada via San Francisco (Europe via Siberia), 20th Oct. 11 a.m.

(To make connection with the Tientsin-Pukow Railway closing at Shanghai Br. P. O. at 11.30 a.m. on Monday, the 26th inst.)
Swatow, Amoy & Foochow, 20th Oct. 1 p.m.

Formosa via Keelung, Shanghai, North China, Japan, via Nagasaki, Honolulu, Seattle & Tacoma, 20th Oct. 3 p.m.
United Kingdom via Canada, 20th Oct. 3 p.m.
Philippines Is., 20th Oct. 3 p.m.
Shanghai & North China, 20th inst. 3 p.m.

WEDNESDAY, 21st Oct.
Straita, Ceylon & Europe 21st Oct. 9 a.m.
Swatow, 21st Oct. noon.

THURSDAY, 22nd Oct.
Fort Bayard, Haiphong and Pakhol, 22nd Oct. 9 a.m.
Shanghai, N. China, 22nd Oct. 11 a.m.
Batavia, Samarang & Sourabaya, 22nd inst. 2 p.m.

Shanghai and North China (Europe via Siberia), 22nd Oct. 3 p.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 3 p.m. on Monday the 26th inst.)
Sandakan, 22nd Oct. 4 p.m.

SHIPPING NEWS.

ARRIVED.

China, Am. ss. 3,156, H. Thompson, 19th inst.—Swatow, 19th inst. Gen.—H. S. Co.

Kaijo Maru, Jap. ss. Y. Yamamoto, 19th inst.—Haliphong, 19th inst. Gen.—O. S. K.

Hongkong, Fr. ss. 739, A. Marguerite, 19th inst.—Milko, 15th inst. Gen.—J. C. J. L.

Tiluwong, Dut. ss. 3,061, A. Oldenburg, 19th inst.—Milko, 15th inst. Gen.—J. C. J. L.

Liensheng, Br. ss. 1,048, J. W. Carle, 18th inst.—Daly, 12th inst. Gen.—J. M. & Co.

Harima Maru, Jap. ss. Marykomi, 18th inst.—Moj, 12th inst. Gen.—H. & Co.

Fujisan Maru, Jap. ss. R. Watanabe, 17th inst.—Moj, 14th inst. Gen.—M. B. K.

Kaifuku Maru, Jap. ss. 1,903, S. Kiwamura, 17th inst.—Nagasaki, 12th inst. Gen.—M. B. K.

Annan Maru, Jap. ss. 1,870, U. Nagano, 18th inst.—Moj, 11th inst. Gen.—O. S. K.

Kanchow, Br. ss. 1,222, Dr. R. Davies, 18th inst.—Shanghai, Gen.—B. & S.

Yusang, Br. ss. 1,122, W. Bennett, 18th inst.—Swatow, 17th inst. Gen.—J. M. & Co.

Felching, Chinese ss. 180, B. Balnes, 18th inst.—Shanghai, 14th inst. Gen.—O. M. S. Co.

Malay Maru, Jap. ss. 3,335, K. Sukawa, 17th Oct.—Moj, 12th October, General—O. S. K.

Haiyang, Br. ss. 1,363, A. E. Hodgins, 18th inst.—Swatow, 17th inst. Gen.—D. L. & Co.

PASSENGERS ARRIVED.

Per ss. Haiyang from Swatow etc.—Dr Lomb, Messrs Allen, G E Stewart, Dale.
Per ss. Felching from Shanghai—Messrs Gilbert, Kuey, A. Kriehagen, Wm v Harderugle, Geraden Gomes, O Strijl.

HOTEL LISTS.

Hongkong Hotel.

Abraham, E. S. Kookr Capt & Mrs
Allen H. G. Lambert E. B.
Alport C. M. Lamb J. H.
Anderson Mr & Mrs Langston A.
Athol L. Lloyd G. T.
Angelo Mrs M. Lobel F.
Bate E. R. Lytle E. F.
Bellier, Mrs E. R. Macdonald J.
Bell O. D. J. Macdonald J. R.
Bena, G. A. Macdonald J. R.
Bishop Mr & Mrs A. Macdonald J. R.
Black W. M. Mann Mrs R. R.
Bratt Mr & Mrs B. Marriot, Dr O.
Bristow J. H. Matheson, Mrs R.
Brookhoff C. H. Matheson, Miss M.
Brooke C. B. McClellan Miss E. P.
Brownlow E. O. Moreck, J.
Cambridge J. J. Moreck, J.
Clayton, W. E. Middleton G. S.
Coleman Dr A. L. E. Middleton, Mr & Mrs.
Crosset Mr. W. B. O.
Dale M. O. Mitchell L. P.
Dodd M. Morrison W.
Dodd M. Morrison W.
Dowley W. A. Page C. H.
Duckworth F. T. Pentreath Mr & Mrs.
Duffy Miss M. E. Powell G. M.
Duncan J. Preston A. G.
Eddy Capt G. W. Purvis A.
Ehrenfeld Mr & Mrs Ray, E. H.
Falkner Mr & Mrs Ray, Miss F.
Flashman Capt H. Shaw H. G.
Gain P. D. Sheekwest S.
Gibb J. Sleight H. C.
Gould J. Smyth F.
Graham W. E. Sorensen A. B.
Grogon P. de. Stirling, P. de Mr & Mrs.
Grogon E. H. Stirling, P. de Mr & Mrs.
Hall Capt. T. P. Square Miss A.
Handley Pegg H. Temperley H. R.
Hannibal W. A. Walker Capt H. A.
Harper G. Warren E. J. T.
Harvey R. Watkins C. E.
Hawett, Hon. Mr E. White F. W.
H. O. C. Whitmarsh Mr and Mrs.
Holmes Miss A. A. Mrs F.
Horne R. Wickham P.
Hunter R. Wood G. G.
Hutchinson D. L. Wood G. G.
Jones M. T. Wright Mr & Mrs.
Joseph R. M. J. F.
Keith Mr & Mrs F. H. Yernberg K.

King Edward Hotel.

Almberg E. Leverett W. J.
Anderson R. T. Loeber Mrs O. H.
Austin N. J. Mynne C. W. O.
Bowen W. C. O. M. G. O. H.
Bridges Mr & Mrs M. H. G. H.
Brudge W. Miller Mrs F. A.
Corey Stephen J. Morita Comdr.
Dross Dr O. T. Murdoch J. W.
Davidson Miss H. Paracoast Mr & Mrs.
Coan Mr & Mrs R. O. R.
Fischer F. Passmore Mrs W. O.
Foy Mrs A. P. Ringle W. J.
Gardner Ray. Robinson Mr & Mrs.
Hall P. O. W. H.
Hollott Mr & Mrs C. P. Selatnam.
Hunt L. S. Skeo N. J.
Joseph J. Smith Mrs D. G. R.
Kirschner Mr & Mrs S. E. E. E.
Kraft Mr & Mrs. Thompson Mrs E.
Kreke Mrs W. G. Underwood Mr and Mrs.
Laurensen Mrs. Mrs J. H.
Lemon Miss. Vandervert C. N.
Lemon J. Vandervert A. W.
Long Laiting. Young T. L.

Oysters, Fresh, Fried or Stewed.
Finden, Haddock, Klippers & Co.
ALEXANDRA CAFÉ.

WEATHER REPORT.

On the 19th at 11.00—The anticyclone has broken up. A depression has formed over China.

Pressure is now highest to the N.E. of Japan and from the Loochoos to the Borneo. It has decreased very slightly along the south coast of China and over Formosa and the Philippines.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E to variable winds, moderate to fine.

2 Formosa Channel. Variable to S.W. winds, light to fresh.

3 South coast of China between H.K. and Lamooka. The same as No. 1.

5 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

19th Oct., a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

W'atsook 7a 30.12 cse 1

Nemuro 6a 30.07 cse 1

Hakodate 30.07 nne 1

Tokio 30.02 nne 1

Kochi 30.07 nne 1

Nagasaki 30.07 nne 1

Kobe 30.10 nne 1

Osaka 30.12 nne 1

Naha 30.11 nne 1

Ishijima 30.07 nne 1

Bonin Is. 29.14 cse 1

Chetoo 29.90 62 89 se 3 om

Whitwell 29.90 62 89 se 3 om

Hankow 29.90 62 89 se 3 om

Shanghai 29.90 62 89 se 3 om

Chungking 29.90 62 89 se 3 om

Changsha 29.90 62 89 se 3 om

Shanghai 29.90 62 89 se 3 om

Guthrie 29.90 62 89 se 3 om

Sharp P. 7a 29.98 76 sw 1 b

Amoy 6a 30.01 76 91 ene 2 b

Singapore 30.05 76 91 ene 2 b

Tatohu 30.05 76 91 ene 2 b

Tatohu 30.05 76 91 ene 2 b

Tatohu 30.05 76 91 ene 2 b

Tatohu 30.05 76 91 ene 2 b

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MAIL STEAMERS

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI, MOJI, KOBE AND YOKO.	Nellore Capt. J. Gaunt R.N.R.	about 21st Oct.	Freight & Passage
LONDON, via Usual Ports of Call	Malla Capt. G. W. Cockman R.N.R.	noon 23rd Oct.	Freight & Passage
SHANGHAI	Nankin Capt. Owen Jones R.N.R.	about 23rd Oct.	Freight & Passage
LONDON & Genoa via Singapore, Penang, Omba, Port Said, and Marseilles	Candia Capt. R. E. Peel	about 28th Oct.	Freight

Subject to alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to

E. A. Hewett,